

96 00240

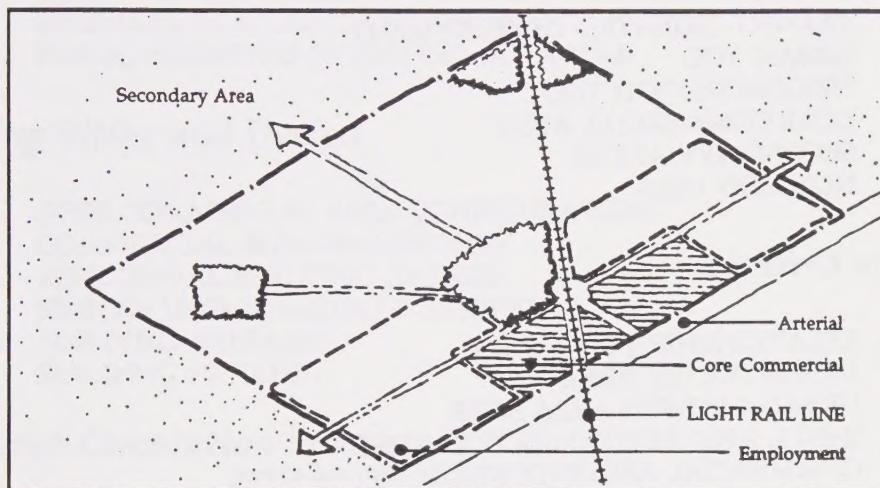
Final Public Review Draft

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAR 10 1996

UNIVERSITY OF CALIFORNIA

TRANSIT-ORIENTED DEVELOPMENT DESIGN GUIDELINES



Prepared By

CALTHORPE ASSOCIATES

In Association With
MINTIER & ASSOCIATES

For

SACRAMENTO COUNTY
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

September 1990

Table of Contents

A. TRANSIT-ORIENTED DEVELOPMENT CONCEPT STATEMENT	1
B. TOD DESIGN GUIDELINES	5
1. TOD Definitions	5
Guideline 1A: TRANSIT-ORIENTED DEVELOPMENT	5
Guideline 1B: URBAN TOD	6
Guideline 1C: NEIGHBORHOOD TOD	7
Guideline 1D: CORE COMMERCIAL AREA	8
Guideline 1E: SECONDARY AREAS	9
Guideline 1F: NON-TOD USES	11
2. Location Criteria	12
Guideline 2A: RELATIONSHIP TO TRANSIT	12
Guideline 2B: URBAN POLICY AREA	13
Guideline 2C: URBAN GROWTH AREA SITES	14
Guideline 2D: INFILL AND REVITALIZATION SITES	15
Guideline 2E: COMMERCIAL AND INDUSTRIAL REUSE SITES	16
3. Site Characteristics	17
Guideline 3A: AMOUNT OF EXISTING ON-SITE DEVELOPMENT	17
Guideline 3B: SITE SIZE: URBAN GROWTH AREAS	18
Guideline 3C: SITE SIZE: INFILL AND REVITALIZATION SITES	19
Guideline 3D: DISTANCE FROM TRANSIT STOPS	20
Guideline 3E: SINGLE SITE PLAN	21
Guideline 3F: PHASING	22
4. Mix of Uses	23
Guideline 4A: PROPORTION OF USES	23
Guideline 4B: CORE COMMERCIAL AREA	24
Guideline 4C: HOUSING	25
Guideline 4D: ANCILLARY UNITS	26
Guideline 4E: DAY CARE	27
Guideline 4F: PUBLIC USES	28

5. Residential Densities and Commercial Intensities	29
Guideline 5A: RESIDENTIAL DENSITIES	29
Guideline 5B: OFFICE INTENSITIES	30
Guideline 5C: CORE COMMERCIAL INTENSITIES	31
Guideline 5D: UPPER STORY USES ON RETAIL SITES	32
Guideline 5E: BUILDING HEIGHTS	33
 6. Secondary Areas	 34
Guideline 6A: TYPE AND PROXIMITY OF USES	34
Guideline 6B: RESIDENTIAL DENSITIES IN SECONDARY AREAS	36
Guideline 6C: ROADWAY CONNECTIONS TO TODS	37
Guideline 6D: BIKEWAYS IN SECONDARY AREAS	38
Guideline 6E: PUBLIC AMENITIES IN SECONDARY AREAS	38
 7. Building Siting and Design	 39
Guideline 7A: CORE COMMERCIAL AREA CONFIGURATION	39
Guideline 7B: COMMERCIAL BUILDING ENTRIES	42
Guideline 7C: RESIDENTIAL BUILDING ENTRIES	43
Guideline 7D: SIMILAR USES ADJACENT TO STREETS	44
Guideline 7E: BUILDING SETBACKS	45
Guideline 7F: BUILDING FACADES	46
 8. Street and Circulation System	 47
Guideline 8A: ARTERIAL STREETS AND THOROUGHFARES	47
Guideline 8B: STREET PATTERNS	48
Guideline 8C: MULTIPLE ROUTES	49
Guideline 8D: STREET VISTAS	50
Guideline 8E: STREET TREES	51
Guideline 8F: ON-STREET PARKING	52
Guideline 8G: STREET DIMENSIONS	52
Guideline 8H: ALLEYS	53
Guideline 8I: INTERSECTION DESIGN	54
 9. Pedestrian and Bicycle System	 55
Guideline 9A: PEDESTRIAN ROUTES	55
Guideline 9B: CONNECTIONS TO THE CORE AREA AND THE TRANSIT STOP	56
Guideline 9C: SIDEWALKS	57
Guideline 9D: BIKEWAYS	58
Guideline 9E: BIKE PARKING	59

10. Transit Stops	60
Guideline 10A: SITE RELATIONSHIP TO TRANSIT STOP	60
Guideline 10B: TRANSIT STOP FACILITIES	61
Guideline 10C: STREET CROSSINGS TO TRANSIT STOPS	62
11. Parking Requirements and Configuration	63
Guideline 11A: LOCATION OF PARKING LOTS	63
Guideline 11B: SIZE OF SURFACE PARKING LOTS	64
Guideline 11C: JOINT USE PARKING	65
Guideline 11D: PARKING REQUIREMENTS IN OFFICE AREAS	66
Guideline 11E: SURFACE PARKING REDEVELOPMENT	67
Guideline 11F: RETAIL IN STRUCTURED PARKING LOTS	68
Guideline 11G: PEAK PARKING LOTS	69
Guideline 11H: ON-STREET PARKING REQUIREMENTS	69
Guideline 11I: PARKING LOT LANDSCAPING	70
Guideline 11J: PARK AND RIDE LOTS	71
12. Open Space, Parks, and Public Spaces	72
Guideline 12A: LOCATION OF PARKS AND PLAZAS	72
Guideline 12B: PARK AND PLAZA DESIGN	73
Guideline 12C: PARK AND PLAZA LANDSCAPING	74
Guideline 12D: MONUMENT TREES	75
Guideline 12E: ON-SITE CREEKS AND RIPARIAN HABITAT	76
Guideline 12F: SCHOOLS AND COMMUNITY PARKS	77
13. Relationship to Surrounding Land Uses	78
Guideline 13A: INTEGRATING EXISTING VIABLE USES	78
Guideline 13B: CONDITION AND DENSITY OF EXISTING USES	79
Guideline 13C: REDESIGNING STREET AND PEDESTRIAN SYSTEMS	79
Guideline 13D: PROXIMITY OF COMPETING RETAIL	80
C. TOD Glossary	81

A. TRANSIT-ORIENTED DEVELOPMENT CONCEPT STATEMENT

1. *Guiding Principles*

The 1991 Sacramento County General Plan Update identifies a variety of strategies to accommodate projected growth within the county, while maintaining Sacramento's present quality of life and allowing for continued economic vitality. These strategies seek to address the county's most pressing problems: urban sprawl, escalating traffic congestion, non-attainment of regional air quality standards, and growing demand for housing opportunities which meet the needs of an increasingly diverse population. These growth strategies also recognize that reliance upon typical patterns of low density urban development will not address these problems, and new forms of urban development are needed during the county's next twenty years of growth. Consistent with these concerns, the Land Use Element has established the following guiding principles:

- Maximize the use of existing urbanized areas.
- Reduce consumption of non-urban areas.
- Link land use with transit.
- Reduce the number of auto trips and regional Vehicle Miles Travelled (VMT).
- Reduce air pollutant emissions.
- Provide a diversity of housing types.
- Design the urban area efficiently.

2. *Intent*

The Transit-Oriented Development (TOD) concept is a growth strategy to assist the County in implementing the guiding principles of the Land Use Element. In the TOD strategy, new moderate and high density housing as well as new public uses and a majority of neighborhood-serving retail and commercial uses, will be concentrated in mixed-use developments located at strategic points along the regional transit system. This linkage between land use and transit is designed to result in an efficient pattern of development that supports a regional transit system and makes significant progress in reducing traffic congestion and air pollutants. The TOD's mixed-use clustering of land uses within a pedestrian-friendly area connected to transit provides for growth with minimum environmental and social costs.

TODs offer different types of growth for different conditions; "Urban TODs" would be located at primary transit points with an orientation to commercial and job development; "Neighborhood TODs" would be located close to the secondary transit system with an orientation to housing, retail and services; "Secondary Areas" of low density housing, schools, community parks, and commercial and employment uses would surround TODs and be located within biking distance of the TOD transit stop. TODs can be small (20 acres of mixed use infill) or large (a 160 acre TOD plus 840 acres of associated Secondary Area). TODs can be developed in infill, reuse, and revitalization areas or in new urban growth areas

The location, mix, and configuration of land uses in TODs are designed to encourage convenient alternatives to the auto, to provide a model of efficient land utilization, to better serve the needs of Sacramento's diverse households, and to create more identifiable, livable communities. For example, moderate to high residential densities close to shopping and services within TODs allow for a variety of housing types and lifestyles. Auto use, traffic congestion, and air pollution may be reduced in several ways: proximity of housing and retail uses allow residents to walk or bike for some daily trips; provision of jobs within walking distance of transit will encourage transit use for commuting; and conveniently-located retail areas allow shopping to and from work and home. Centrally-located public uses, such as post offices, libraries, civic centers, day care, and neighborhood parks provide convenient community services and meeting places, as well as support local stores. The combination of uses and accessibility in TODs makes for places that are more human-scaled and community-oriented than typical strip and subdivision developments.

TODs not only promote transit use, but are also a formula to provide affordable communities. Communities that are affordable to the environment because they require efficient use of land, help to preserve open space, and reduce air pollution; affordable for the diverse households moving to Sacramento because a variety of housing types, at various costs and densities are encouraged in convenient locations; affordable to businesses seeking to relocate in Sacramento because their workforce can be freed of the gridlock and high housing costs typical in other California metropolitan regions; and affordable to the public taxpayer because the TOD infrastructure is efficient, streets are safe, and public amenities are well-used.

3. The Transit-Oriented Development Concept

Transit-Oriented Developments are mixed-use neighborhoods, between 20 and 160 acres in size, which are developed around a transit stop and core commercial area. The entire TOD site must be within an average one-fourth mile walking distance of a transit stop. Secondary Areas of lower density housing, schools, parks, and commercial and employment uses surround TODs for up to one mile biking distance. TODs must either be located on a segment of the Trunk Line Network (either a light rail or express bus line) or on a segment of the Feeder Bus Line Network within 10 minutes transit travel time from the Trunk Line Network. The design, configuration, and mix of uses in a TOD provides an alternative to traditional suburban development by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. TODs mix residential, retail, office, open space, and public uses within comfortable walking distance, providing options for residents and employees to travel by transit, bicycle, or foot, as well as by car. The residential densities and building intensities specified by these guidelines are designed to allow a service-oriented transit system that runs at frequent headways to important destinations in the region.

Urban and Neighborhood TODs

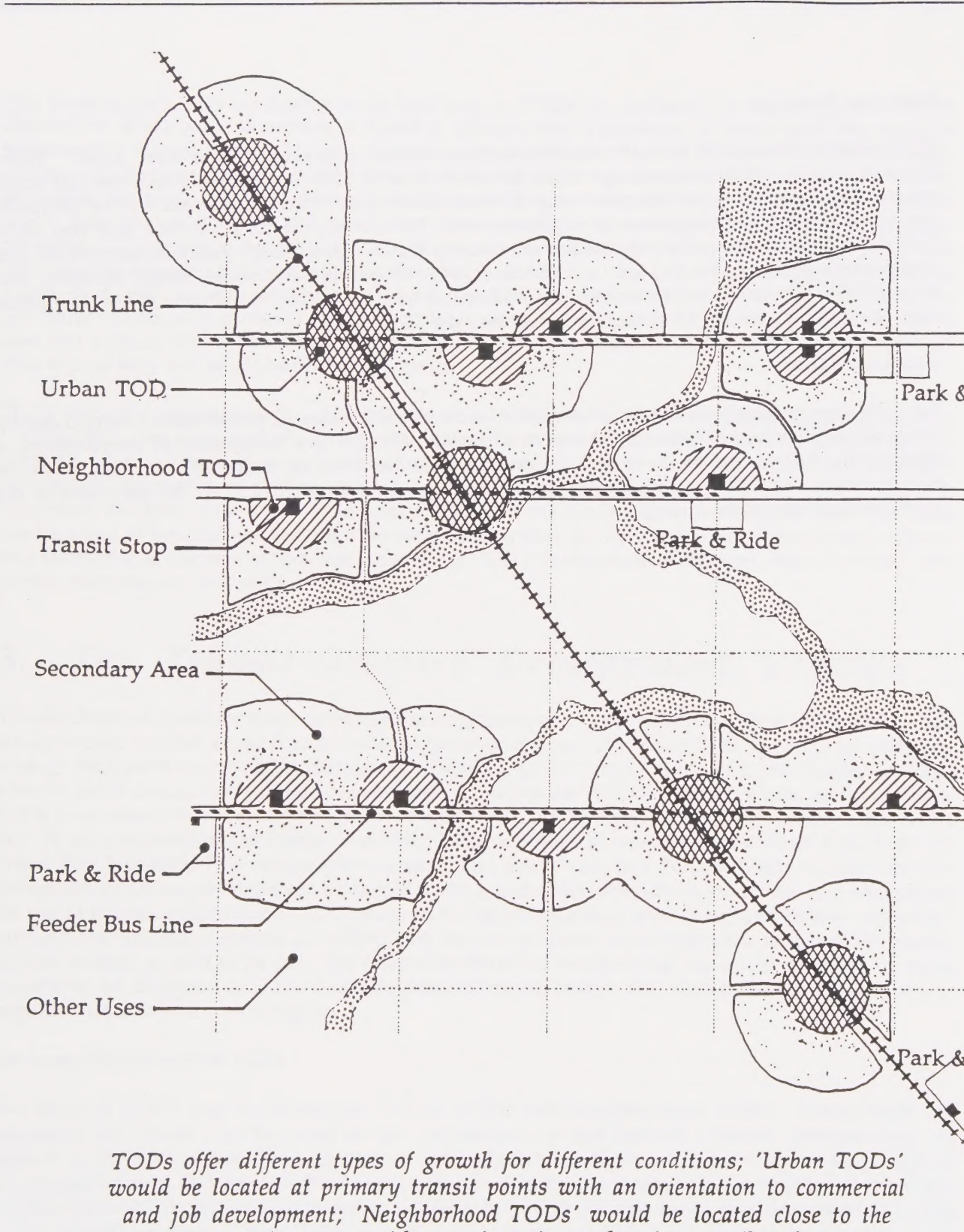
Two types of TOD's may be developed: "Urban TODs" and "Neighborhood TODs." Urban TODs are located on the Trunk Line Network at light rail stops or at bus transfer stations. Because they are adjacent to the major spine of the regional transit system, these TODs may have a higher percentage of job-generating uses and may be developed at higher commercial intensities and residential densities. Neighborhood TODs are located on feeder bus lines within 10 minutes travel time from light rail stops or bus transfer stations. These TODs should place a greater emphasis on residential uses and local-serving shopping.

Secondary Areas

TODs may be surrounded by more auto-oriented, low density areas called "Secondary Areas." These Secondary Areas can take advantage of the services within a TOD through an interconnected street system with easy access to the transit stop by foot bike or car. Secondary Areas will be primarily comprised of standard single-family neighborhoods. These areas may also provide uses that serve TOD residents, such as public schools and community parks. Along major arterials, commercial and employment uses may be located in Secondary Areas to provide additional transit ridership and support TOD core commercial area businesses. Because they are entirely within one mile of the transit stop, Secondary Areas are ideal for bicycle travel to the TODs.

Location of TODs

The TOD concept may be applied in four types of settings: Infill Areas on vacant parcels surrounded by urban development; Revitalization Areas in urbanized areas where the quality of development is significantly deteriorated or the land is underutilized; Reuse Areas for underutilized retail, office, or industrial sites; and Urban Growth Areas in essentially undeveloped areas on the periphery of the developed portions of the county.



TODs offer different types of growth for different conditions; 'Urban TODs' would be located at primary transit points with an orientation to commercial and job development; 'Neighborhood TODs' would be located close to the primary transit system with an orientation to housing, retail and services; 'Secondary Areas' of lower density housing, schools and recreation would surround TODs and be located within biking distance of a TOD.

B. TOD DESIGN GUIDELINES

1. TOD Definitions

Guideline 1A:

TRANSIT-ORIENTED DEVELOPMENT (TOD)

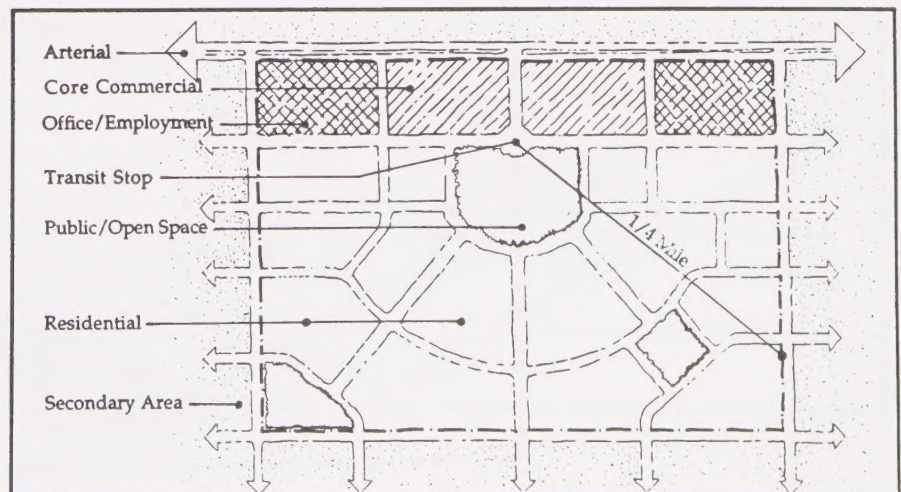
A Transit-Oriented Development (TOD) is a mixed-use community within an average one-fourth mile walking distance of a transit stop and core commercial area. The design, configuration, and mix of uses emphasize a pedestrian-oriented environment and reinforce the use of public transportation. TODs mix residential, retail, office, open space, and public uses within comfortable walking distance, making it convenient for residents and employees to travel by transit, bicycle or foot, as well as by car.

Discussion:

TODs can be developed throughout Sacramento County on infill sites, sites with the potential for redevelopment or reuse, and in urban growth areas. TOD sites must be located on or near existing or planned segments of the Trunk Line Network or Feeder Bus Line Network. The TOD design guidelines establish standards for site selection and development to ensure that TODs succeed in providing a mix of uses, a variety of housing types, and a physical environment that is conducive to pedestrian and transit travel.

Justification:

TODs offer an alternative to traditional suburban development patterns by providing housing and employment opportunities for the increasingly diverse population of Sacramento, and physical environments that facilitate pedestrian and transit access. Developing a network of TODs throughout the County will serve to strengthen the overall performance of the regional transit system.



Guideline 1D:

CORE COMMERCIAL AREA

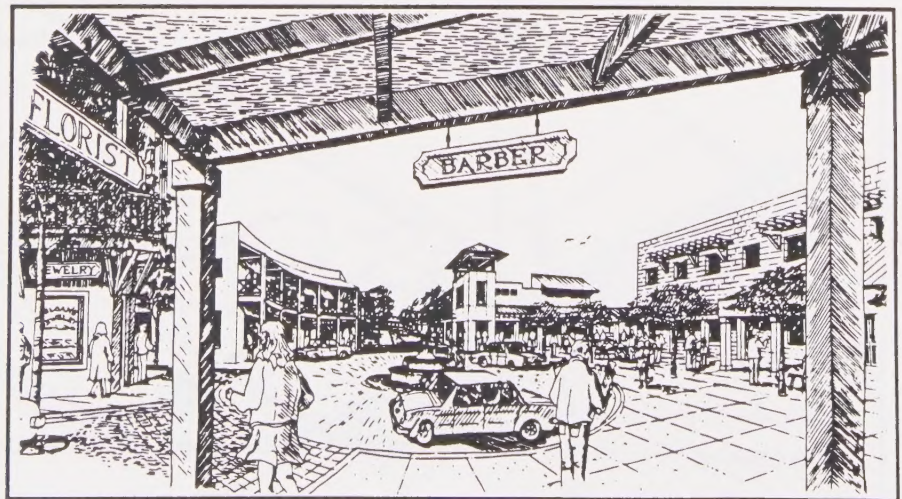
Each TOD must have a mixed-use core commercial area located immediately adjacent to the transit stop. This core area should include convenient shopping, professional offices, restaurants, service commercial, and entertainment uses.

Discussion:

The nucleus of the TOD will be a mixed-use core commercial area located adjacent to the transit stop, with shopping, service commercial, professional offices, and entertainment uses. These required retail and commercial uses will allow convenient shopping to and from the transit stop during lunchtime, evenings, and weekends. Optional upper floor office and residential uses in the core commercial area increase the mixed-use, round-the-clock nature of the TOD.

Justification:

A commercial core is essential to a TOD, because it provides the mixed-use destination needed to make transit use attractive. People will rarely use transit to get to work if the destination is not combined with retail and service opportunities for mid-day trips on foot.



Guideline 1E:

SECONDARY AREAS

Each TOD will have a Secondary Area adjacent to it which includes lands no further than one mile from the proposed transit stop. The Secondary Area street network must provide multiple direct street and bicycle connections to the transit stop and core area without use of an arterial. Secondary Areas may have lower density housing, public schools, community parks, intensive employment-generating uses, and park and ride lots. Competing retail uses are not allowed in the Secondary Area.

Discussion:

The Secondary Area is intended to provide for uses which are not appropriate in TODs because they are auto-oriented. These areas will, however, support TOD businesses because Secondary Area residents and workers will shop in the TOD core commercial area and generate riders for the transit system.

Commercial uses which are very similar in nature and market appeal to those located in the TOD's neighborhood-serving core commercial area are not allowed in Secondary Area because they diminish the ability of the TOD to establish a viable retail center. Similarly, very low intensity industrial, warehousing, and travel commercial uses which are highly auto-dependent and do not have a sufficient number of employees to contribute to the pedestrian activity of the TOD are not appropriate for Secondary Areas. Employment-generating uses in Secondary Areas must have an employee/acre intensity equal to or greater than the number of employees generated from residential uses at 6 u/ac.

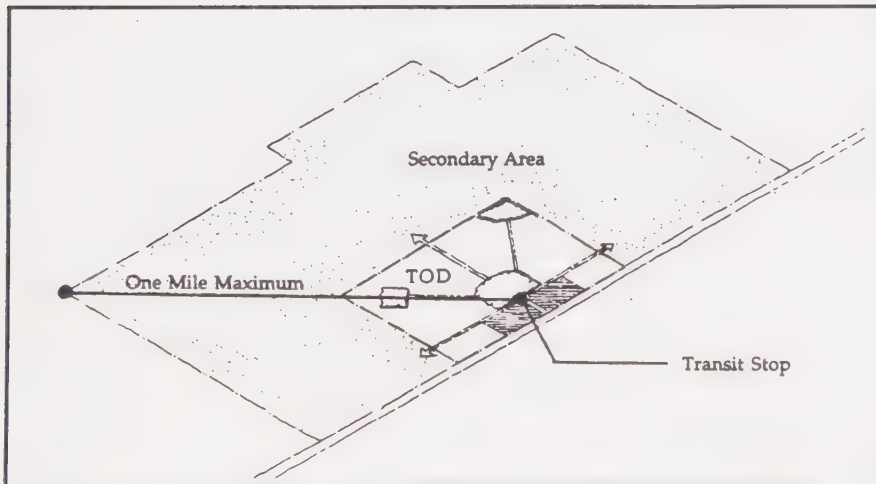
Justification:

A percentage of the county's growth will continue to be devoted to single-family residential development. These areas typically have too low a density to be adequately serviced by transit. By maximizing street connections to TODs and making it convenient for residents to bike to the transit stop, transit utilization in single-family areas may increase. The TOD concept maintains an 8 to 1 ratio of single-family surrounding Secondary land area to TOD land area. Providing multiple interior street connections between TODs and Secondary Areas will also keep many auto trips off arterials. Locating public schools in Secondary Areas will provide a service for the TOD without using valuable transit-accessible land.

Illustration

Guideline 1E:

SECONDARY AREAS



Guideline 1E: Secondary Areas

Guideline 1F:

NON-TOD USES

Uses which rely extensively upon autos or trucks for their business are not appropriate uses for TODs or Secondary Areas. Large lot single-family subdivisions, industrial uses, and travel commercial complexes are not appropriate for TODs or Secondary Areas.

Discussion:

Many uses typically allowed in commercial areas rely substantially upon auto travel to generate business patrons. These uses, such as gas stations, auto dealers and repair shops, car washes, mini-storage facilities, travel commercial complexes, and motels (not including destination resorts), should not be permitted in TODs or Secondary Areas.

Similarly, heavy industrial uses, which are not compatible with nearby residential uses or warehousing and distribution facilities, which have a very low ratio of employees per acre, should not be included in TODs or Secondary Areas. Large lot single-family subdivisions of less than an average of 6 u/ac are also not appropriate for TODs or Secondary Areas.

Justification:

In order for transit to be economically viable, uses near transit stops must have a minimum average residential density of 12 units per acre and commercial uses must create a high level of pedestrian activity. Land near the transit stop should reinforce transit use by supporting higher density, pedestrian-oriented uses and development patterns. Uses which are primarily auto-oriented are not appropriate for TODs because they would detract from the TOD's mandate to support the transit system.

2. Location Criteria

Guideline 2A:

RELATIONSHIP TO TRANSIT

The TOD site must be located on an existing or designated Trunk Line Network or on a Feeder Bus Line Network within 10 minutes transit travel time from Trunk Line Network.

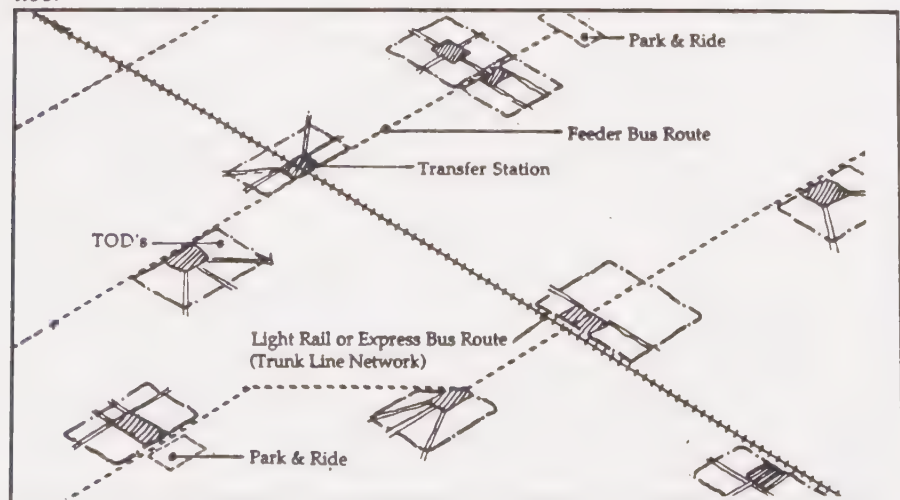
Discussion:

The Trunk Line Network is the Sacramento region's express transit system. It consists of either light rail lines or high frequency express bus service with 10 to 15 minute headways. Transit stops on the Trunk Line Network will be located either at light rail stops or at bus transfer stations.

The Feeder Bus Line Network is a system of timed transfer bus routes which link to the Trunk Line Network. Transit stops on the Feeder Bus Line Network must be within 10 minutes transit travel time from a Trunk Line Network stop, with buses running at 10 to 15 minute headways. In some circumstances, a Feeder Bus Line can be provided by a private transit system that meets the level of service criteria of the Feeder Bus Line Network.

Justification:

A fundamental purpose of TODs is to create a land use pattern which will support transit. In order for TODs to successfully reduce auto travel throughout the Sacramento Metropolitan Area, they must be located within easy walking distance of, or with very convenient feeder bus connections to, dedicated transit lines. Studies by Regional Transit and other transit agencies have shown that the greatest pedestrian "capture rate" for public transit occurs when transit stops are within a 1/4 mile walking distance from home or office, have frequent headways, and close to a dedicated transit right-of-way. It is also important that the destinations are pedestrian-oriented and mixed-use.



Guideline 2B:

URBAN POLICY AREA

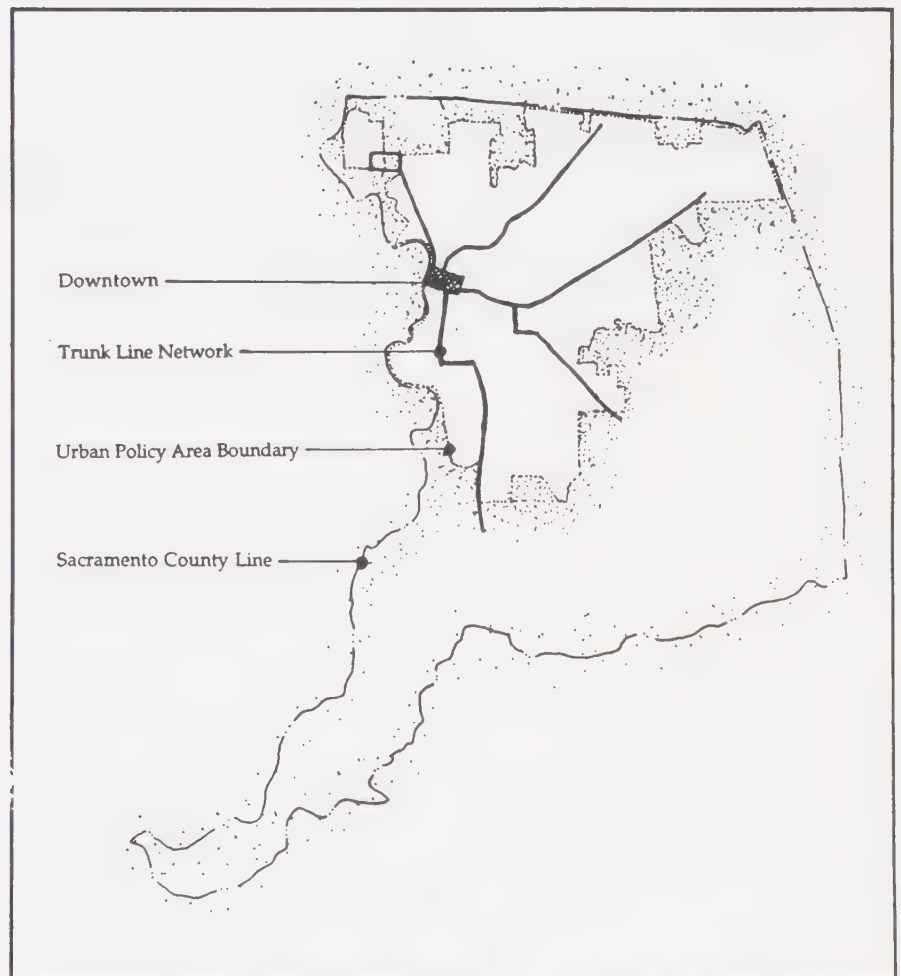
The TOD site must be located within the Sacramento County Urban Policy Area.

Discussion:

A fundamental premise of TODs must be to limit sprawl by clustering development in serviceable areas within the Urban Policy Boundary. Leap frog development to remote sites cannot be effectively integrated into a transit system. TODs may not be located outside of the Urban Policy Area.

Justification:

Development beyond transit and regional service areas will be environmentally costly and economically draining. Establishment of an Urban Policy Area Boundary will encourage infill and orderly development of a more compact and efficient metropolitan form.



Guideline 2C:

URBAN GROWTH AREA SITES

TOD concepts can be applied to primarily undeveloped sites in urban growth areas served by the Trunk Line Network or within 10 minutes transit travel time along the Feeder Bus Line Network. TODs in urban growth areas may be surrounded by Secondary Areas.

Discussion:

The General Plan Land Use Element identifies several primarily undeveloped areas within the Urban Policy Area as urban growth areas. TODs can be located in these growth corridors, provided they are near transit service.

Justification:

TODs are an opportunity to promote efficient development patterns in newly-developing areas. As also recommended in Guideline 2F, urban growth areas should be developed as a series of TODs linked by transit systems.

Guideline 2D:

INFILL AND REVITALIZATION SITES

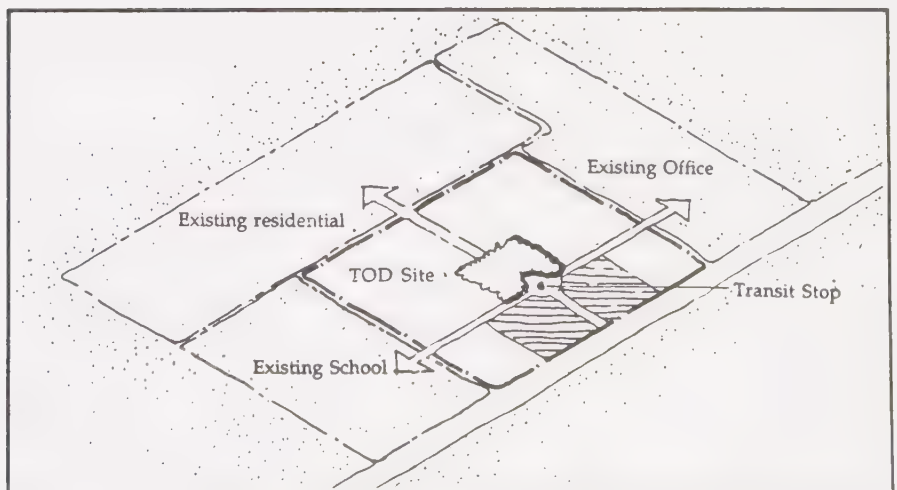
TOD concepts can be applied to infill and revitalization sites which are located in urbanized areas with existing uses. They must have available infrastructure capacities on and adjacent to the site and be located on the Trunk Line Network or within 10 minutes transit travel time along the Feeder Bus Line Network.

Discussion:

TODs on infill and revitalization sites should not only redevelop underutilized parcels within the urban fabric, but should seek to incorporate existing surrounding uses into the form and function of the TOD. Mitigation measures must be implemented which overcome significant existing traffic congestion or other infrastructure capacity constraints. Site analysis should map internal and surrounding viable land uses to determine whether they would contribute to the pedestrian activity of the TOD. Existing and future roadway and infrastructure capacities should be assessed.

Justification:

Implementation of the TOD concept on infill and revitalization sites has the opportunity to redefine suburban development patterns that are highly auto-oriented to mixed-use, transit-oriented development. Careful consideration should be given, however, to the selection of appropriate sites, such that the additional uses in the TOD are compatible with existing development patterns and that any traffic and utility constraints are not exacerbated.



Guideline 2E:

COMMERCIAL AND INDUSTRIAL REUSE SITES

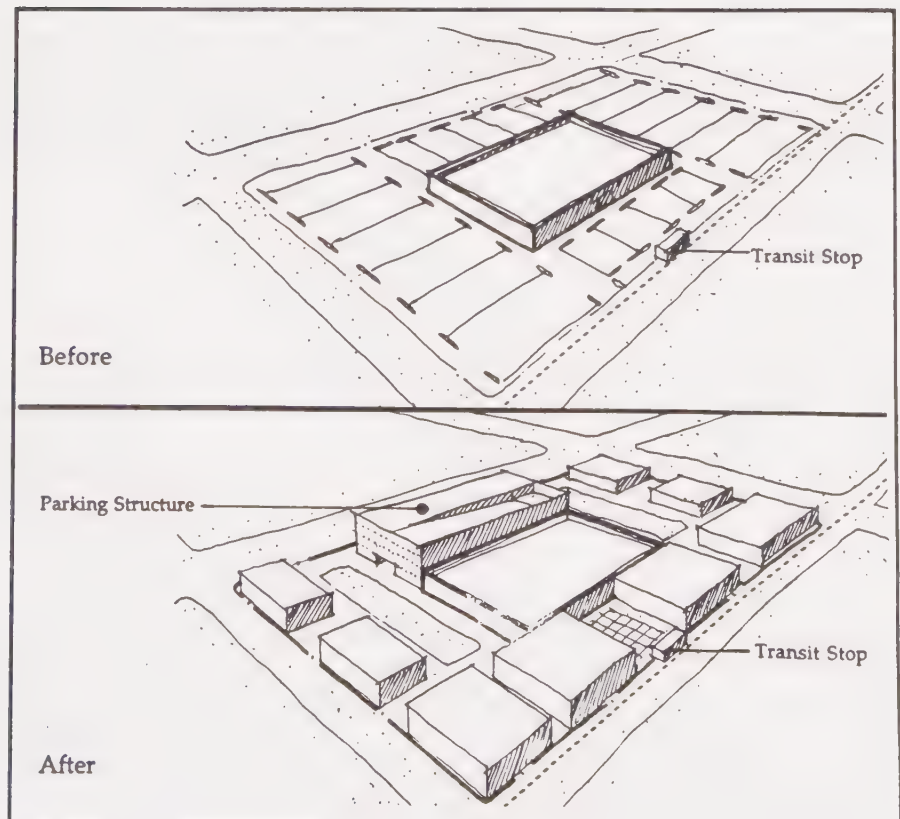
TOD concepts can be applied to existing and/or underutilized retail, office, and industrial sites by adding mixed-uses with structured parking on existing surface parking lots.

Discussion:

Sacramento County has several existing underutilized sites designated for commercial and/or industrial uses which are convenient to existing or proposed the Trunk Line Network. These sites could be converted to TODs through redevelopment of surface parking areas with structured parking and introduction of complementary TOD uses.

Justification:

To encourage compact metropolitan growth patterns, existing underutilized lands within the county should be redeveloped as TODs. Sites at or adjacent to existing or planned transit stops are particularly important to be developed as TODs because they will provide additional transit ridership and support the overall transit system.



3. *Site Characteristics*

Guideline 3A:

AMOUNT OF EXISTING ON-SITE DEVELOPMENT

TOD sites must be substantially underutilized, redevelopable, or undeveloped. In general, 80 percent of minimum sized sites should be underutilized or undeveloped; the remaining 20 percent may contain existing viable uses.

Discussion:

Sufficient land area must be available within a TOD site to fully implement the TOD development standards. Underutilized sites are defined as developed or partially developed parcels where the ratio of the value of improvements to land value is less than 1:1; such sites are considered suitable for redevelopment.

Justification:

TODs involve a substantial change in typical suburban land use patterns, particularly in terms of requiring site planning techniques that encourage pedestrian access between uses. If the site contains a large percentage of economically viable uses that are not likely to redevelop, application of the TOD design guidelines may not be successful in creating a community that functions as a transit-oriented development.

Guideline 3B:

SITE SIZE: URBAN GROWTH AREAS

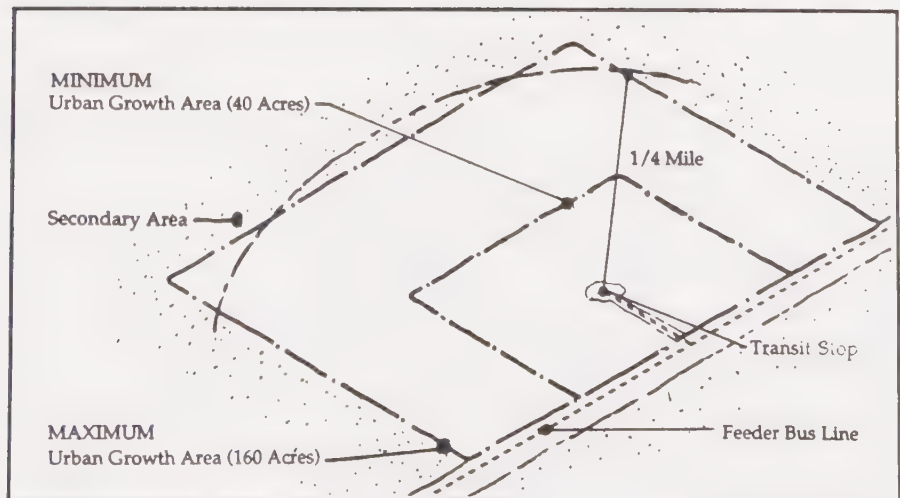
TOD sites in Urban Growth Areas must be at least 40 acres, and no more than 160 acres, in size. These TOD sites must be complemented by Secondary Areas.

Discussion:

TOD sites in Urban Growth Areas may consist of 40 to 160 acres of land that is wholly undeveloped or has some existing uses. Sites may consist of parcels in multiple ownerships provided that the planning for the designated TOD site is coordinated amongst the property owners. A Secondary Area must be located around the TOD site.

Justification:

In Urban Growth Areas, 40 acres is considered the minimum area necessary to develop a TOD that can function as a mixed-use transit-oriented destination. 160 acres is equivalent to a 1/4 mile radius, which is a distance most people are willing to walk without hesitation to a transit stop.



Guideline 3C:

SITE SIZE: INFILL AND REVITALIZATION SITES

Infill and revitalization TOD sites must be at least 20 acres, and no more than 160 acres, in size. Sites with the minimum 20 acres must have at least 80 percent of the area either vacant or developable.

Discussion:

A 20-acre site can function as a TOD as long as adjacent existing uses, such as multi-family housing, supplement the TOD uses and pedestrian connections are provided to these adjacent uses; the Land Use Element of the General Plan provides urban design policies for sites smaller than 20 acres. Sufficient vacant or redevelopable land must be available in the TOD site, however, to allow full application of the TOD development standards. Minimum-sized sites should have compatible and complementary adjacent uses.

Justification:

TOD development on infill and revitalization sites has the advantage of being located adjacent to existing development and in areas already served by public infrastructure. Thus, the TOD minimum site size requirement can be more flexible as long as connections are made to the adjacent supporting uses and those uses are allowed to act as an extension of the TOD. At less than 20 acres, however, the development cannot function effectively as a TOD.

The reduction in minimum site size for infill and revitalization sites is also allowed in recognition of the expectation that consolidation of numerous small parcels into common ownership, or coordinating development plans of numerous property owners, may be more difficult at these sites. This incentive is provided to encourage more compact and efficient development in the already urbanized portions of the county.

Guideline 3D:

DISTANCE FROM
TRANSIT STOP

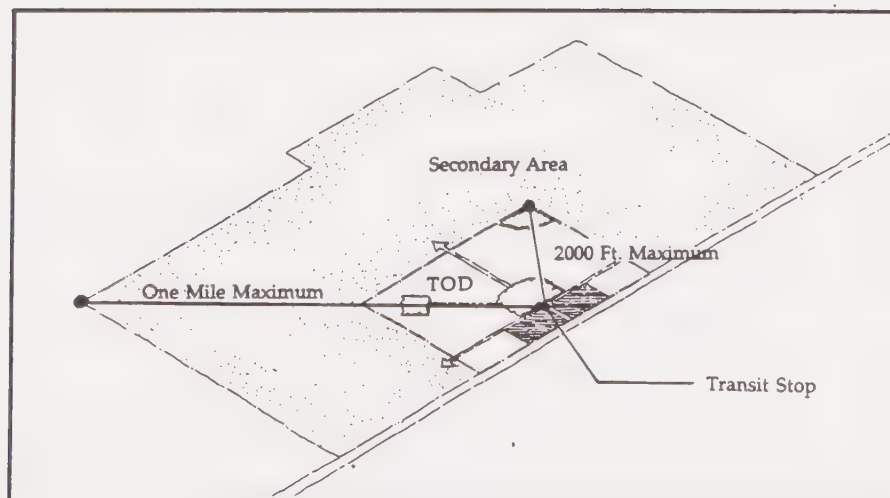
The TOD must not contain land further than 2,000 feet from a transit stop. The Secondary Area may contain land no further than one mile from the transit stop.

Discussion:

The outer edges of the TOD site should be limited to 2,000 feet from the transit stop. The majority of the site should be within 1/4 mile (1,320 feet) of the transit stop; oddly shaped parcels may extend the site boundary beyond this to include areas within 2,000 feet. The distance from the transit stop to the outer boundary of the Secondary Area may be no greater than one mile.

Justification:

To encourage transit use, the transit stop should be very convenient and highly accessible by foot or bicycle from all areas of the TOD. 2,000 feet is considered the greatest distance within which a significant percentage of trips can be captured by transit, walking, or bicycling, rather than auto. In Secondary Areas, one mile is an easy biking distance to the transit stop.



Guideline 3E:

SINGLE SITE PLAN

Regardless of the number of property owners, the TOD application must consist of a comprehensive TOD Development Plan or a Specific Plan.

Discussion:

While TOD sites in new development areas will often be owned by a single entity, many sites will consist of numerous parcels under multiple ownerships. To ensure that the TOD area is planned in a coordinated manner, a single TOD plan should be submitted. Property owners have the option of jointly preparing a single TOD Development Plan or working cooperatively with the County to prepare a TOD Specific Plan.

Justification:

TODs represent a departure from traditional single parcel development and require coordinated planning and implementation of public improvements such as streets, pedestrian paths, bikeways, and plazas. The greater the number of property owners, the more difficult it will be to reach consensus on TOD plans. Property owners must work together and with the County to formulate development plans and implementation mechanisms for the entire TOD site.

Guideline 3F:

PHASING

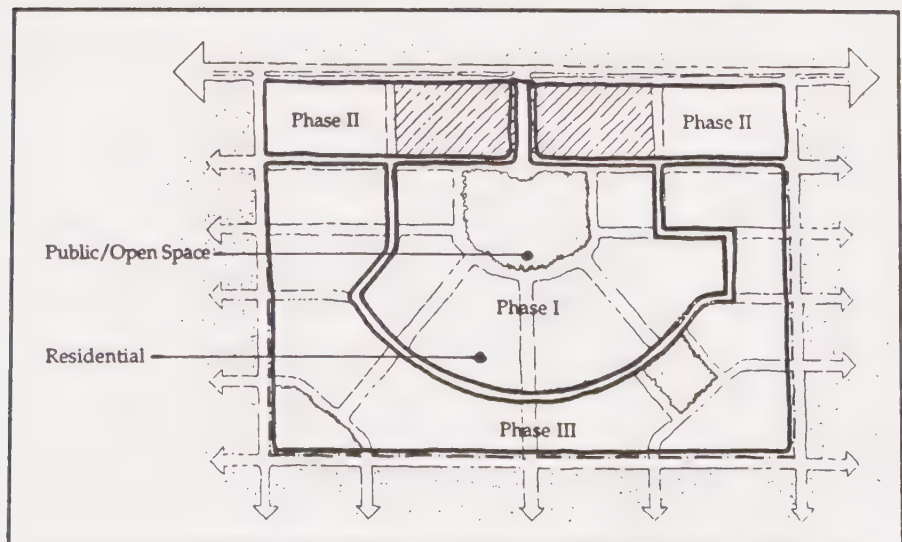
Each TOD must be developed in a balanced phasing pattern. Public areas must be dedicated concurrent with commercial and residential uses.

Discussion:

TODs represent relatively large projects which will be executed over several years. The phasing of the project is critical to its success, both as a financial undertaking and as a mechanism to encourage transit use. In order to encourage the public service agencies to provide public facilities in a timely manner to serve the needs of residents, developers are asked to dedicate sites designated for public uses concurrent with development of commercial and residential uses.

Justification:

The retail uses of a TOD are often dependent on the market area developed in the residential and office components of the project. While this core commercial center must often follow the residential development, the land for public facilities and parks can be set aside and developed concurrently to aid in the project's marketing and to supply amenities and services to new residents.



4. Mix of Uses

Guideline 4A:

PROPORTION OF USES

The following is a list of gross land use areas within the TOD and their minimum and maximum percentage of site area:

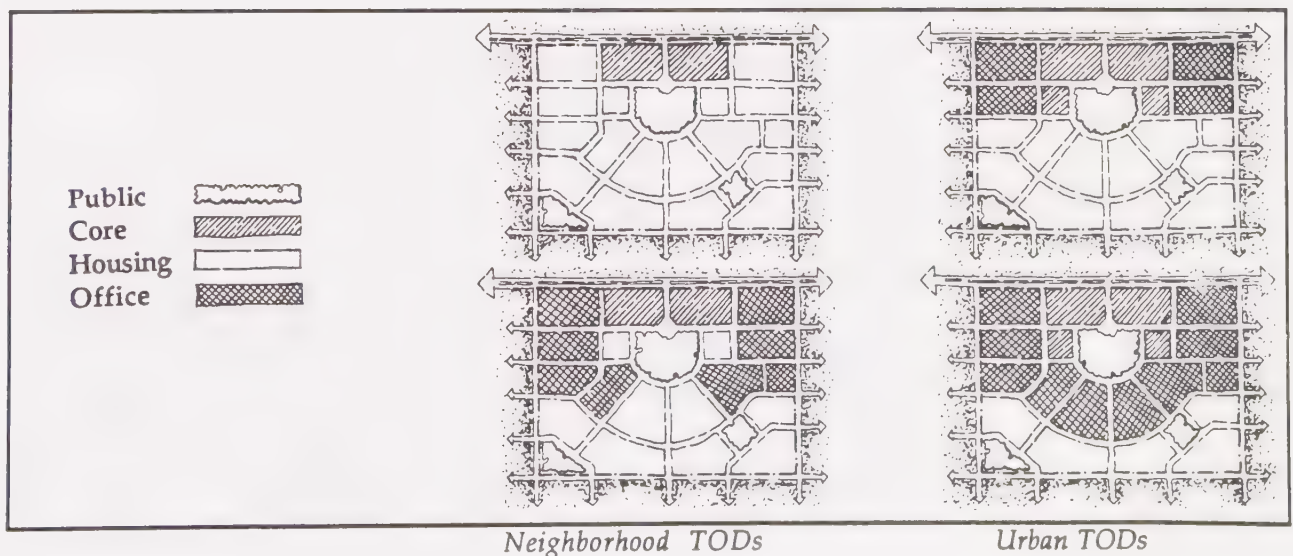
Use	Neighborhood TOD	Urban TOD
Public	10% minimum	10% minimum
Core	10-15%	10-30%
Housing	40-80%	20-60%
Office	0-40%	20-60%

Discussion:

All TODs must be mixed-use. In addition, a certain minimum proportion of uses is required to stimulate pedestrian activity and to provide economic incentives for developing with mixed-use patterns. The proportion of uses is based on site area and does not preclude additional, different uses on upper floors. A minimum amount of retail, housing and public uses are required in all TODs. The different mix of uses for Neighborhood TODs and Urban TODs is intended to reflect the variations in intensity and type of development desired at these sites.

Justification:

The required proportion of uses is designed to encourage pedestrian activity yet allow flexibility to create TODs with different use emphases, such as primarily residential TODs (Neighborhood TODs) and TODs which emphasize job-generating uses (Urban TODs).



Guideline 4B:

CORE COMMERCIAL AREA

Each TOD must have a mixed-use core area containing ground floor retail and commercial space that occupies at least 10 percent of the total TOD site area. A minimum of 10,000 s.f. of retail space must be provided within this requirement.

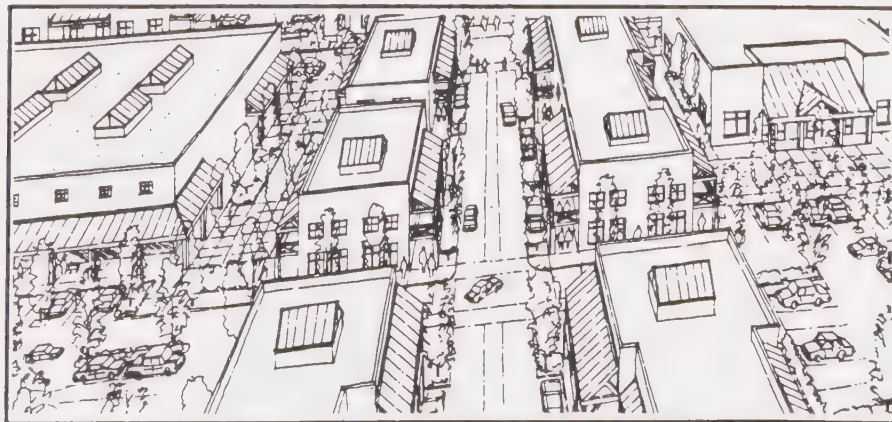
Discussion:

The core commercial area is required in every TOD and must be located adjacent to the transit stop. Street-level retail space should form a pedestrian-oriented main street and be designed to encourage shopping to and from the transit stop or at mid-day by office workers. The size and mix of uses in each core area can vary, depending on the size, location, and overall function of the TOD in the region. It should, at a minimum, serve as a destination and shopping area for TOD and Secondary Area residents.

Types of retail centers that can occur in TOD core areas include: convenience shopping and services (10,000 to 15,000 sf); neighborhood centers with a supermarket, drugstore and supporting uses (60,000 to 100,000 sf); specialty retail centers (60,000 to 100,000 sf); and community centers with convenience shopping and small department stores (Urban TODs). New types of anchorless retail centers may also develop as a result of new markets produced by the configuration of TODs, workers in the TOD, and transit accessibility.

Justification:

The mixed-use core commercial area is the driving force behind successfully linking transit and land use. The TOD must have a minimum amount of retail and commercial space to form a useful neighborhood shopping center and provide opportunities for workers to run errands at lunch time or to and on the way from work. Without shopping opportunities within convenient walking distance, residents will use their cars for a greater number of trips and workers will lose an incentive to use transit as an alternative travel mode.



Guideline 4C:

HOUSING

A mix of housing densities, ownership patterns, cost, and building types is desirable in a TOD.

Discussion:

While each TOD will take on a different character and will have a different proportion of single-family and multi-family densities, care should be taken to provide a variety of housing types, costs, and ownership opportunities within each TOD. The residential portion of the TOD can be a combination of small lot single-family units, duplexes, townhouses, and up to three-story apartment buildings.

Justification:

In order for TODs to be affordable to the diverse range of households moving to Sacramento, TODs must provide a mix of housing types. Presently, the strongest market and the vast majority of homes in the region are privately-owned single-family units. Higher density townhouses and multi-family units are, however, gaining an increasing proportion of the market share. The range of permissible residential densities in TODs can accommodate all of these household needs. Providing a mix of housing types will also result in more "cosmopolitan" communities.

Guideline 4D:

ANCILLARY UNITS

Ancillary 'granny' units are encouraged in the ownership portion of the residential component of the TOD and may be included in the density calculation. In Secondary Areas ancillary units are encouraged and are considered a free density bonus.

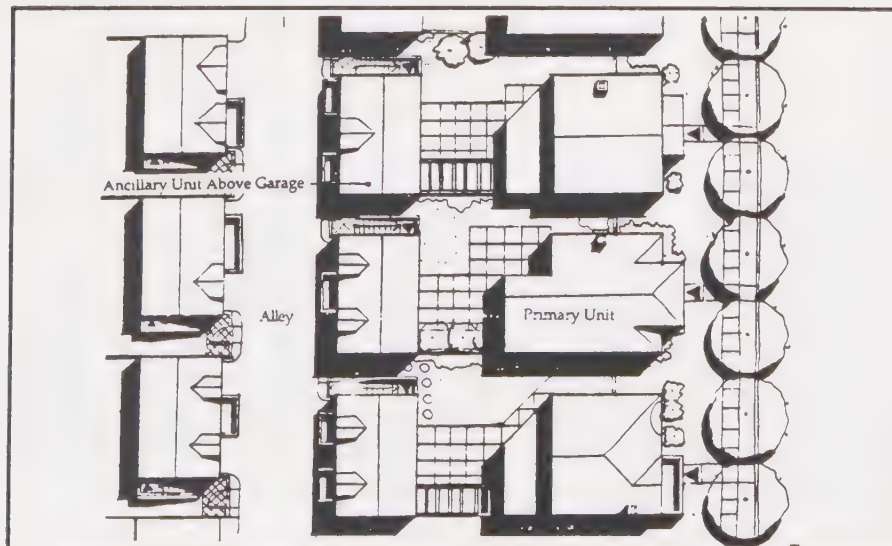
Discussion:

Ancillary units, or second units, are very affordable rental residential units which can serve to offset housing costs for the primary unit, or provide needed space for a teenager or elderly family member. Ancillary units can easily be provided in all TOD residential areas, either as part of the primary home or above a garage; they help to increase the overall density of an area, while maintaining single-family ownership patterns. Ancillary units will be calculated as 1/2 unit per lot. The following table illustrates the density bonus received when ancillary units are provided.

Location	Lot Size	Density Without Second Unit	Density With Second Unit
TOD	33' x 100'	9 u/ac	14 u/ac
TOD	40' x 100'	7.5 u/ac	12 u/ac
TOD	45' x 100'	7 u/ac	10 u/ac
Secondary Area	50' 100'	6 u/ac	9 u/ac
Secondary Area	65' x 100'	4.5 u/ac	7 u/ac

Justification:

Ancillary units are strongly encouraged in TODs to provide rental housing opportunities and to meet the increasing demand in the Sacramento area for a variety of housing types. They also increase the density of an area without changing the pattern of single lot private-ownership which has a very strong market. As a source of affordable rental housing they avoid the "institutional" character of many apartment projects and the segregation of low income groups.



Guideline 4E:

DAY CARE

Sites for pre-school day care facilities, meeting the standards established in the Child Care Element of the General Plan, must be provided in all TODs.

Discussion:

Day care facilities should be convenient and accessible to both TOD residents and employees. Sites should be located adjacent to parks, within residential neighborhoods, core commercial areas, and office buildings. The precise parcel size, and size of the facility should be determined by the developer in conjunction with the local agencies. Day care facilities for school-age should be located at school sites to meet the needs of each school's students.

Justification:

Household demographics in the Sacramento region are in the process of changing and becoming more diverse. More households are and will be headed by single or double-income parents, creating a strong demand for child care services. A basic objective of the TOD concept is to provide housing opportunities for a variety of household types, and day care facilities are increasingly a necessary component of many households. Additionally, many parents now lengthen early morning and evening auto trips by driving to a child care facility before continuing on to work. Locating child care facilities in TODs will not only provide a necessary service, but will reduce the need for parents to make auto trips to and from work.

Guideline 4F:

PUBLIC USES

The public use component of a TOD should be developed as parks, plazas, and public buildings such as a town hall, community building, recreation facility, post office, or a library. Developers are required to set aside sites for these uses in fulfillment of this requirement. At a minimum, sites for parks and/or plazas are required.

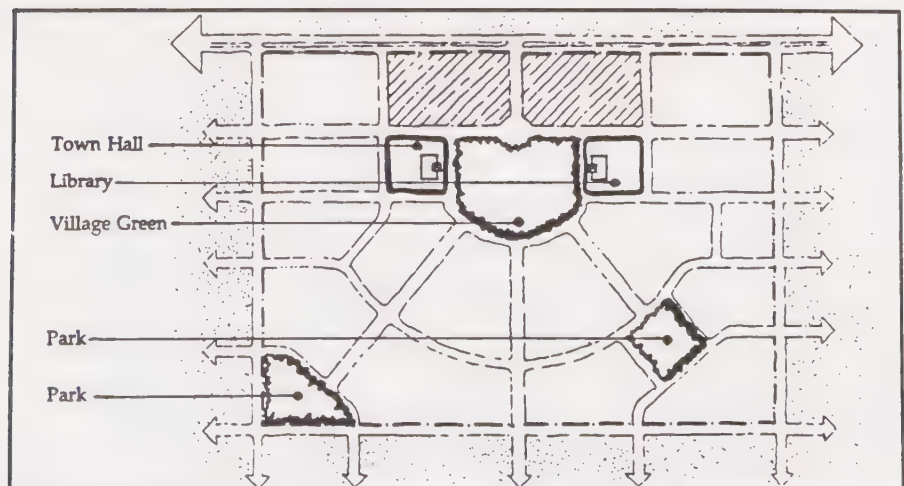
Discussion:

Varying sizes and types of TODs will require or justify inclusion of civic buildings and public facilities. Public service providers will be encouraged to make every effort to place new facilities in TODs so as to provide a transit travel option for patrons. Public buildings should be placed in central locations, as highly visible focal points, or adjacent to public parks and plazas. Civic uses such as an urban plaza, community center, post office, and library, are best located in the core area in conjunction with retail businesses and offices. Recreation-oriented uses, such as parks, recreation facilities, and community buildings should be centrally located with easy access from both residential and TOD core areas. In all cases, parks and plazas must be provided. Roadways and park and ride facilities are not applicable towards this requirement.

To fulfill the public use requirement, developers are required to set aside sites for public uses. The public service districts are encouraged to prioritize TOD sites for locating and funding public facilities and parks.

Justification:

The structure of a TOD is built around accessible and convenient public facilities and spaces. A strong sense of community, participation, identity, and conviviality is important to support the sense of safety and comfort within a TOD. Public uses in TODs serve this role by providing community services and meeting places, as well as attracting added retail businesses by allowing convenient doubling up of business and shopping trips. Common public open spaces, such as parks and plazas, provide both recreational and visual amenities.



5. Residential Densities and Commercial Intensities

Guideline 5A:

RESIDENTIAL DENSITIES

Residential densities within Neighborhood TOD sites must be a minimum of 7 units per residential gross acre, an average of at least 12 units per residential gross acre, and a maximum of 30 units per residential gross acre. Residential densities within Urban TODs must be a minimum of 7 units per residential gross acre, an average of at least 15 units per residential gross acre, and a maximum of 50 units per residential gross acre.

Discussion:

The range of permissible TOD densities is designed to encourage transit ridership, as well as provide a variety of housing types. Single-family ownership patterns with ancillary units are feasible between 7 and 14 units per acre. Ancillary units will be calculated as 1/2 unit per lot. 4,500 s.f. or smaller lots will create densities of 10 units/acre or better if developed with ancillary units. Townhouses can be provided between 15 and 18 units per acre. Smaller attached units, with up to three stories, can be provided at the higher densities.

Justification:

Studies by Regional Transit and other regional transit agencies show that transit systems typically need a minimum residential density of 12 units per acre to support frequent and convenient service. The range of permissible residential densities meets this requirement at a minimum and allows higher densities which provide a variety of housing opportunities for the increasingly diverse household composition of the Sacramento region.

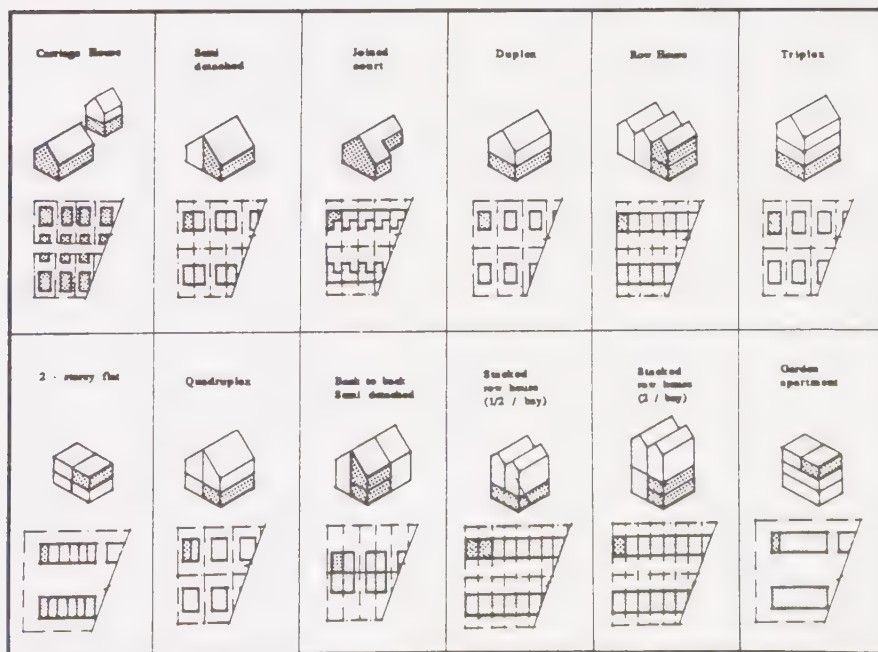


Diagram by Jack Diamond

Guideline 5B:

OFFICE INTENSITIES

Office intensities without structured parking must have a minimum 0.35 Floor Area Ratio (FAR) and may not exceed 0.60 FAR. In Neighborhood TODs offices may develop to a maximum 1.00 FAR with structured parking and in Urban TODs offices may develop to a maximum 1.70 FAR with structured parking.

Discussion:

In most cases offices will be developed with surface parking. As land values in the Sacramento Region rise, structured parking will become economically feasible. This guideline encourages development of multi-story buildings with structured parking, thereby allowing more efficient use of land in the TOD.

Justification:

TODs should promote efficient utilization of land near transit stops. These floor area ratios encourage multi-story buildings and structured parking whenever possible.

Guideline 5C:

CORE COMMERCIAL
INTENSITIES

Core commercial areas must be developed at a minimum 0.25 FAR. Second floor uses are not included in this minimum entitlement.

Discussion:

In most TODs, the core commercial area will be oriented toward providing convenient, local-serving, neighborhood-scale shopping. The minimum FAR can be achieved with a mix of resident-serving office uses and traditional retail. In Urban TODs, community-scale retail areas could be provided that would draw customers from a larger regional market area. Joint use and structured parking facilities should be provided whenever possible. Interior shopping malls and large shopping centers which are surrounded by parking lots are not allowed.

Justification:

The minimum FARs are designed to allow single story commercial retail space with accompanying surface parking lots and allow higher density retail with structured parking.

Guideline 5D:

UPPER STORY USES ON RETAIL SITES

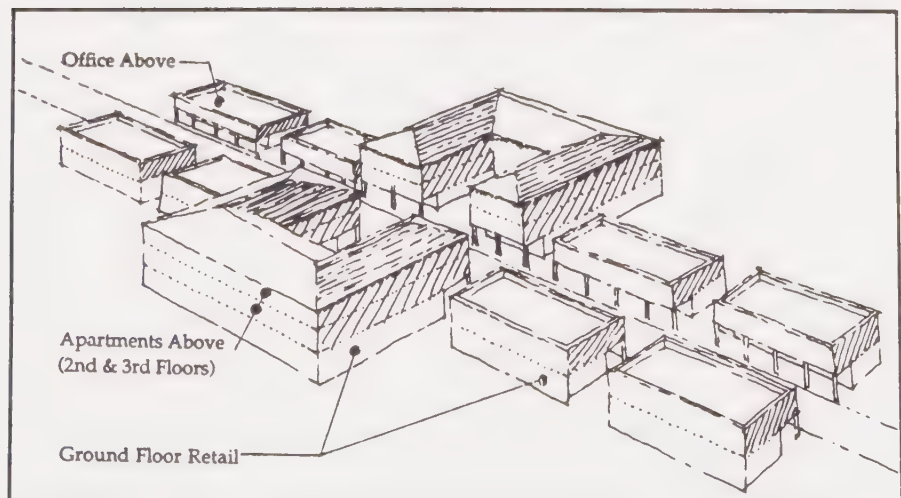
Retail developments in the core commercial area may add additional floors of residential and/or office uses up to two floors of residential uses for every ground floor of retail, or up to one floor of office for every ground floor of retail. The intensity of the retail use must not be reduced and the buildings must be consistent with the design guidelines.

Discussion:

This density bonus for retail buildings only is designed as an incentive for developers to provide second story office and second and third story residential uses in the core area above retail space. Special care must be given to the design of residential units to ensure privacy and security.

Justification:

Two- and three-story building are encouraged in the core commercial area to provide visual interest, a more urban character, street security, and to concentrate pedestrian activity. However, most retail businesses look for ground floor space which will attract walk-by shoppers and rarely build two- and three-story buildings. Second and third story residential and/or office space can support the retail by bringing a greater number of lunch-time and after-work shoppers, as well as nighttime activity by residents.



Guideline 5E:

BUILDING HEIGHTS

Building heights in the core area should not exceed 4 1/2 stories in Urban TODs and 3 1/2 stories in Neighborhood TODs. Residential uses may not exceed 3 1/2 stories in height.

Discussion:

Building heights should gradually transition from perimeter areas to the core area, with the core area serving as the visual focal point of the TOD. The varied building heights for Urban and Neighborhood TODs reflect the desired character of these two types of sites. Construction of both residential and commercial buildings over underground or partially underground parking structures is encouraged.

Justification:

TODs are designed to fit with and complement existing development patterns in Sacramento County and at the same time represent a new type of development. Accordingly, TOD building heights should reflect the desired character of the area and should gradually transition from the heights of buildings in adjacent areas to maximum building heights in the core area.

6. *Secondary Areas*

Guideline 6A:

TYPE AND PROXIMITY OF USES

Secondary Areas may have lower density housing, public schools, and community parks. Those parts of Secondary Areas that are in close proximity to the TOD core commercial area may have intensive employment-generating uses and park and ride lots to compliment the TOD.

Discussion:

Secondary Areas should contain uses that support the TOD, but do not compete with the retail, professional office, service commercial, and public uses in the TOD's core commercial area. In most cases, Secondary Areas will be primarily comprised of low density single-family neighborhoods. Uses such as public schools and community parks which provide services to TOD residents, should be located close to the TOD. To provide greater density in Secondary Areas, half-plexes and duplexes should be located on corner lots.

Employment -generating uses that have intensities which support transit may be allowed within one mile of the TOD core, if integrated into the transit system. These use must generate an equal or greater number of persons per acre as generated by residential uses at a density of 6 dwelling units per acre. Although Secondary Area uses across the arterial will produce less pedestrian traffic than adjacent areas, their street system and proximity will provide some non-auto opportunities.

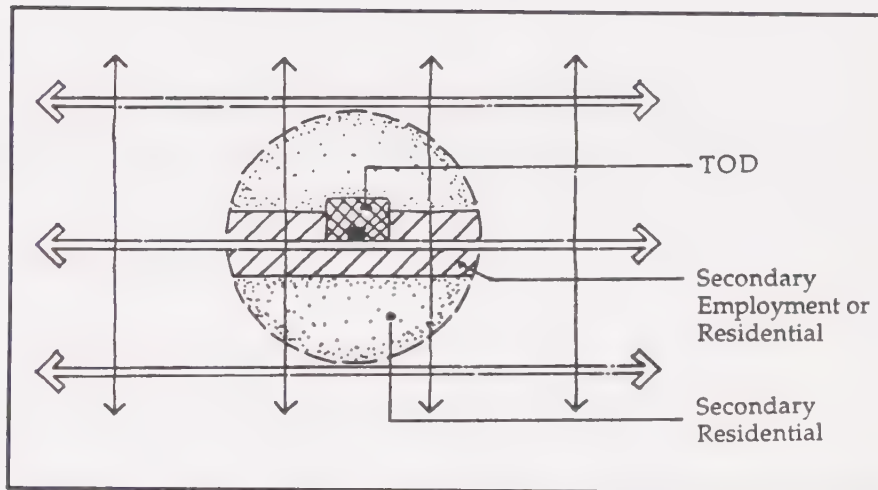
Justification:

Secondary Areas provide an important support base for both the core commercial area and the ridership of the transit system. They also provide opportunities for lower density residential development. If properly designed, Secondary Areas can reinforce the viability of the TOD and provide sites for uses that some TOD residents will need. Secondary Areas; however, must not allow competing retail uses because this will significantly detract from the TOD's ability to draw transit and retail patrons.

Illustration

Guideline 6A:

TYPE AND PROXIMITY OF USE



Guideline 6A: Type and Proximity of Uses

Guideline 6B:

RESIDENTIAL DENSITIES
IN SECONDARY AREAS

The minimum average residential density within Secondary Areas shall be 6 units per gross acre. Ancillary units will be counted as an additional 1/2 unit per lot.

Discussion:

A variety of low density housing types and densities should be provided in Secondary Areas such that a minimum average density of 6 units per acre is maintained. Half-plexes and duplexes should be located at each street corner.

To help meet this minimum average density standard, higher density half-plexes and duplexes should be located on street corners whenever possible.

Justification:

Secondary Areas provide opportunities for low density housing types that cannot be accommodated in TODs and are essential to ensuring that communities are diverse. Secondary Areas also provide housing for the "move up" market.

Guideline 6C:

ROADWAY CONNECTIONS TO TODs

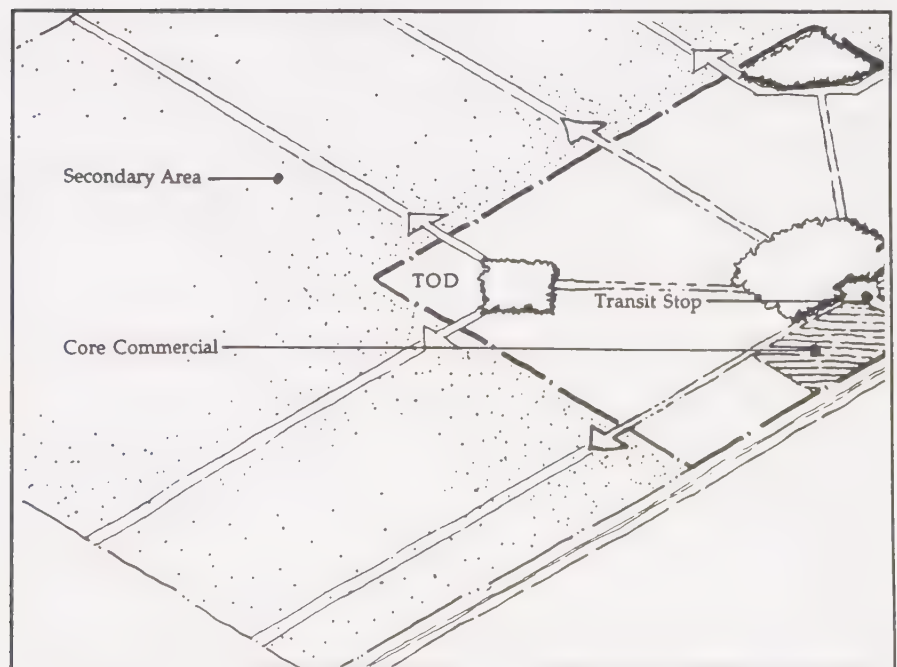
The primary roadway network of the Secondary Area must connect with the TOD roadway system and provide multiple direct linkages to the core commercial area and the transit stop without requiring use of an adjacent arterial. Secondary Areas across an arterial from a TOD must provide convenient pedestrian and bike access to the core commercial area.

Discussion:

In urban growth areas, the primary street and circulation system of the Secondary Area can and should be designed to link with the TOD system. In redeveloping or infill TOD sites, newly proposed roads within the TOD should make connections to main roadways in the surrounding area. When two TODs or two Secondary Areas meet, roadway systems should be interconnected whenever possible.

Justification:

In order for the TOD transit stop to function effectively for Secondary Area residents, the primary roadway system must funnel directly into the core area and to the transit stop. Long, circuitous travel routes will discourage Secondary Area residents from selecting alternative travel modes.



Guideline 6D:

BIKEWAYS IN
SECONDARY AREAS

The primary roadway system in Secondary Areas must provide strong bicycle connections to the TOD core commercial area and transit stop.

Discussion:

Arterials and selected collector roadways in Secondary Areas must provide safe separated or marked bicycle lanes allowing quick travel to the transit stop. Secondary Area bicycle paths should connect with the TOD bicycle system.

Justification:

Bicycles are the most likely mode of travel for Secondary Area residents who are apt to use public transit. Strong bicycle connections which follow the shortest possible routes will provide additional encouragement for Secondary Area residents to use transit.

Guideline 6E:

PUBLIC AMENITIES
IN SECONDARY AREAS

Day care, neighborhood parks, and other public recreation facilities must be provided to serve Secondary Areas.

Discussion:

Public amenities must be provided in central locations of Secondary Areas. These facilities should be sized to accommodate the needs of the Secondary Area population so that residents are not required to use the TOD facilities.

Justification:

Secondary Areas must have sufficient public recreation amenities and public services. These facilities should be easily accessible to all Secondary Area residents.

7. *Building Siting and Design*

Guideline 7A:

CORE COMMERCIAL AREA CONFIGURATION

The configuration of shops in the core area must seek a balance between pedestrian and auto comfort, visibility, and accessibility. While anchor stores may orient to the arterial and parking lots, smaller shops must orient to pedestrian "main" streets and plazas.

Discussion:

The traditional form of retail centers in suburban areas have oriented entirely to the auto and parking. The smaller shops are dependent on the anchor stores to attract patrons and must orient to them. TODs offer the opportunity for a more diverse patronage, both from the traditional auto/anchor and from the walk-in neighborhood and transit activity. It is possible to configure a center to allow standard parking quantities, access and visibility for the car, as well as a convenient path for local pedestrians. Often, the smaller shops can turn to form a traditional main street with streetside parking and rear parking lots. This main street configuration can form a walking "spine" which connects the residential areas and parks with the shops and transit stop. Simultaneously, the edge of the core fronting the arterial may house the larger parking areas and the anchor stores in a visible location. Anchor stores are encouraged to provide entries to both their parking lot and the pedestrian-oriented shopping street.

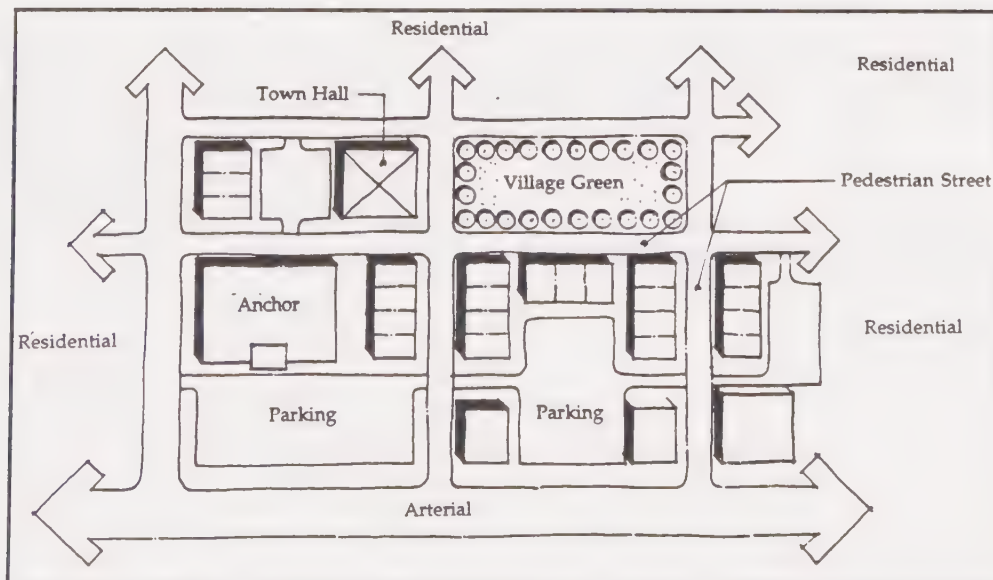
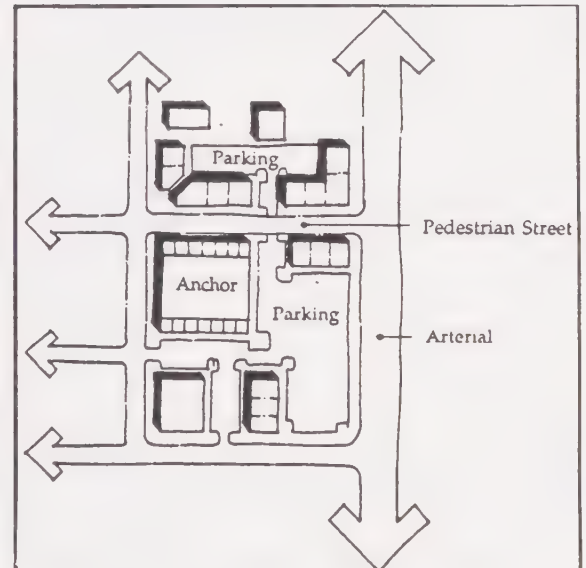
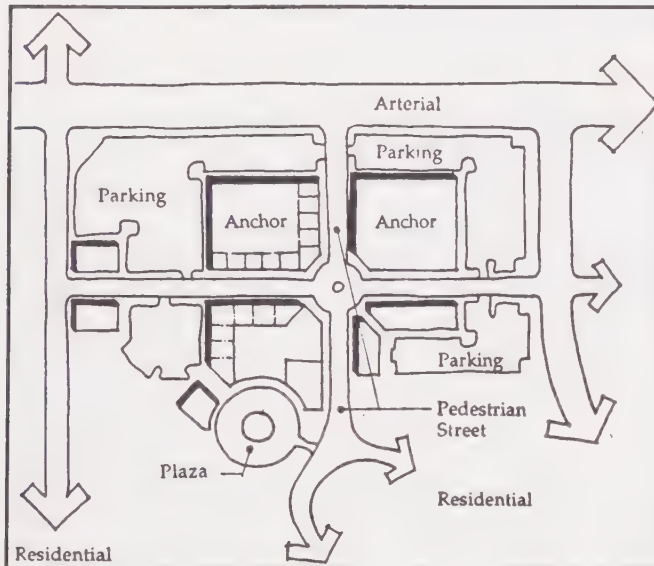
Justification:

If the TODs are to attract foot traffic to local shops, the configuration of streets, entrances, and parking must provide a comfortable route for the pedestrian. Traversing large parking lots and access roads designed for heavy auto traffic will discourage the pedestrian. Configurations which provide traditional "main street" sidewalk storefronts in combination with arterial-oriented anchors can provide for both pedestrians and auto accessibility.

Illustrations

Guideline 7A:

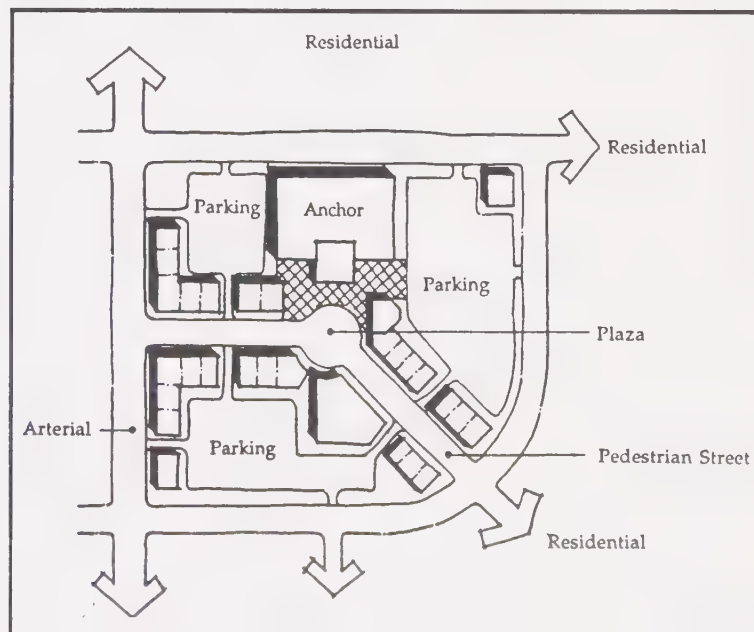
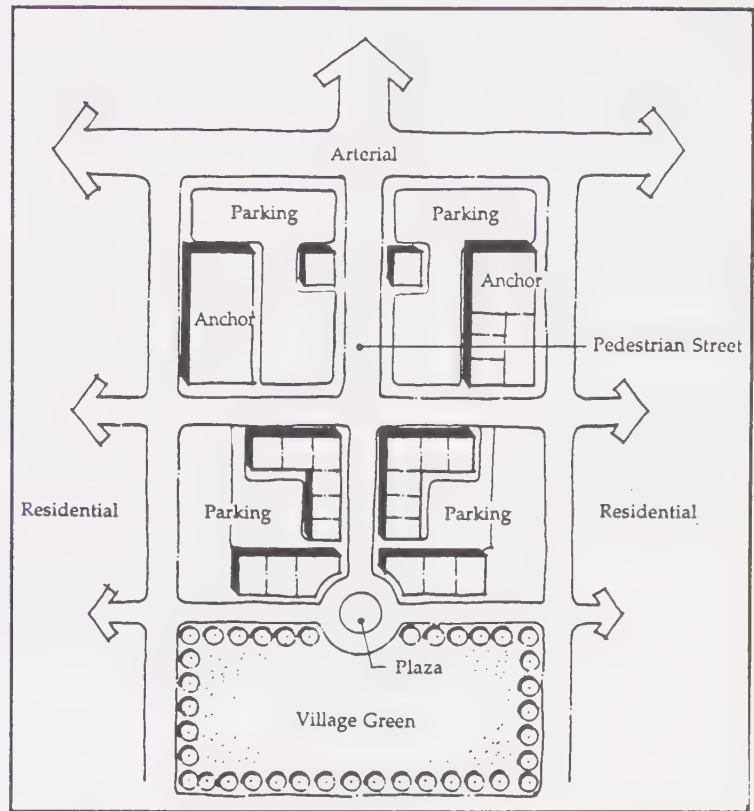
CORE COMMERCIAL AREA CONFIGURATION



Illustrations

Guideline 7A:

CORE COMMERCIAL AREA CONFIGURATION



Guideline 7B:

COMMERCIAL
BUILDING ENTRIES

Primary ground floor commercial building entrances must orient to plazas, parks, or pedestrian-oriented streets, not to interior blocks or parking lots. Secondary entries from the interior of a block will be allowed. Anchor retail buildings may have their entries from off-street parking lots, however, on-street entries are strongly encouraged.

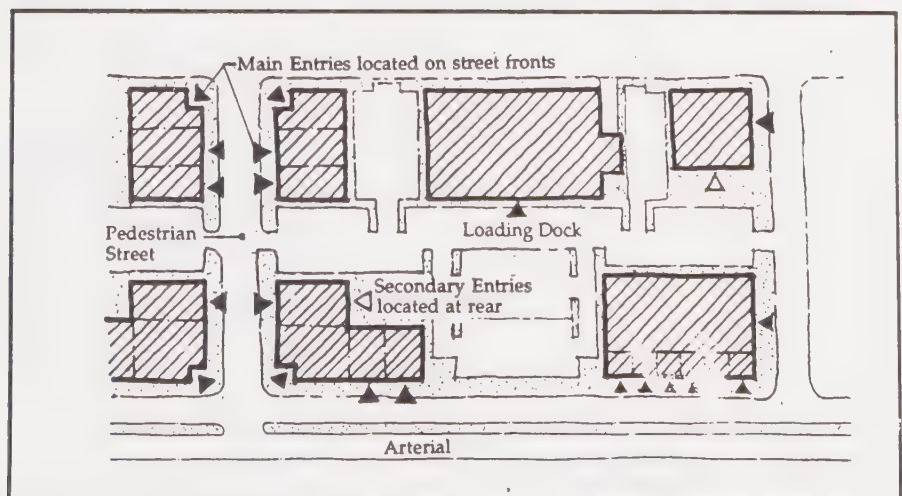
Discussion:

Entries into small shops and offices should orient directly onto a pedestrian-oriented street. Buildings with multiple retail tenants should have numerous entries to the street; small single entry malls will be discouraged. Off-street parking should also be located at the rear of buildings with "paseos" leading to the street and entry.

Some retail anchor stores (above 30,000 s.f.), such as neighborhood grocery stores, need parking lot access to the primary entry. This is conditionally permitted if pedestrian access to the entry is provided from the street and pedestrians are not required to walk through the parking lot to enter the store. Along walls without entries, building elevations must include windows, display areas, and/or be lined with small retail shops.

Justification:

The pedestrian life of a building is at its entry. If the entry orients to parking lots, it steals the activity and life from the street, the main pedestrian route, while signaling that auto access is preferred.



Guideline 7C:

RESIDENTIAL BUILDING ENTRIES

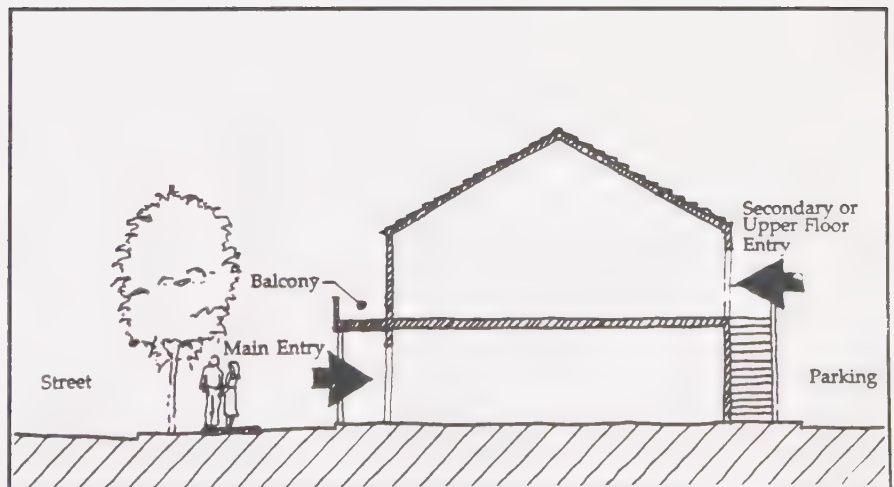
In all cases, primary ground floor residential building entrances must orient to streets, not to interior blocks or parking lots. Secondary and upper floor entries from the interior of a block will be allowed.

Discussion:

In residential areas, the front door and guest entry must orient to the street. Private backdoor entries can provide access from alleys, garages, and parking lots. Ancillary units and upper floor units in multi-family or apartment complexes may be accessed by rear entries.

Justification:

As with commercial uses, residential entries should face the street to encourage public activity in the public realm and to welcome visitors from the on-street guest parking.



Guideline 7D:

SIMILAR USES
ADJACENT TO
STREETS

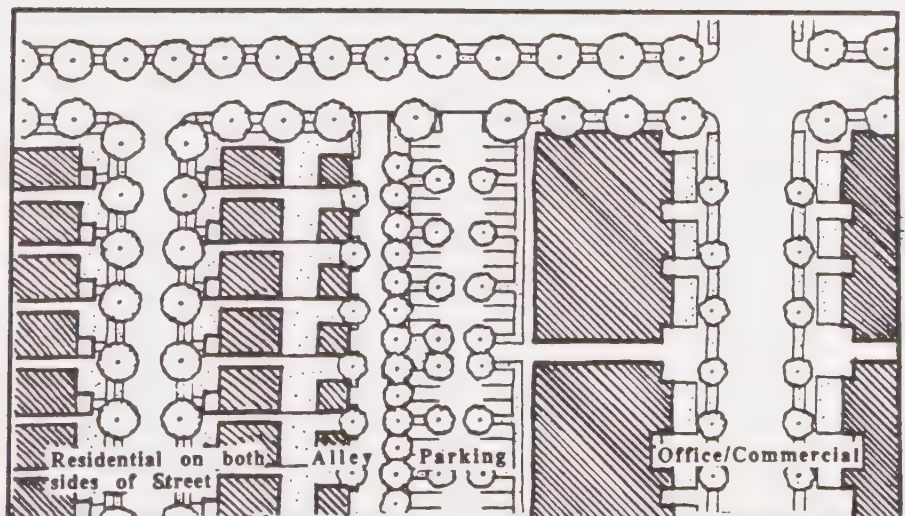
Where possible, similar uses and building intensities are encouraged to be located on both sides of the street. Land use changes should occur at mid-block, rather than at the center of streets.

Discussion:

Streets should be designated as either commercial or residential streets. Ground floor uses should be similar on both sides of the street. Where possible, use changes should occur at mid-block alleys, rather than at the center of streets. Buildings on each side of the street should be designed with similar height, bulk, and orientation.

Justification:

Placing similar building uses and types on both sides of a street eliminates the need for "buffer" areas and minimizes the number of potential use conflicts. Similar uses and building scales can reinforce the character and identity of a street. In retail areas, similar uses create "shopping streets" which, by virtue of establishing a critical mass of similar uses, help to bolster economic activity. This symmetry and balance can create a more pleasing experience than contrasting uses and scale.



Guideline 7E:

BUILDING SETBACKS

Building setbacks from public streets should be minimized. "Build-to" lines should be established which reflect the desired character of the area and bring buildings close to the sidewalk.

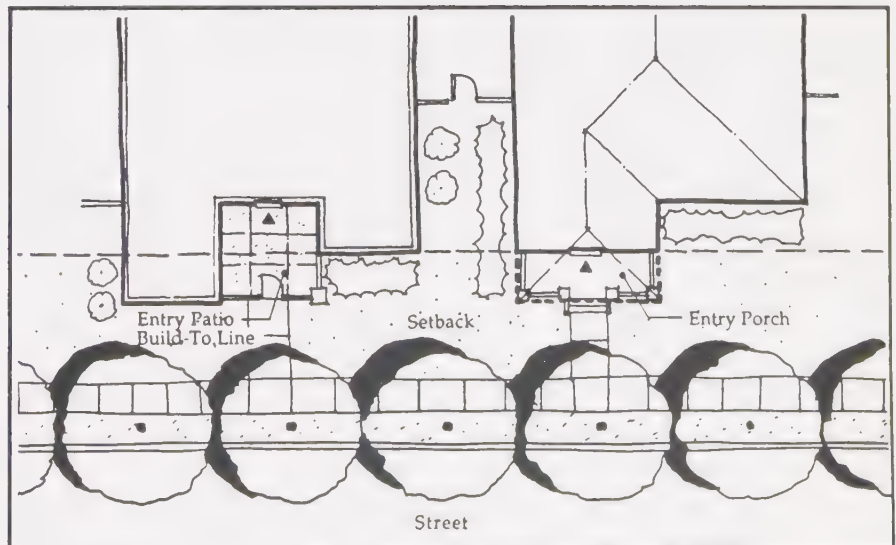
Discussion:

Buildings in the core commercial area should be encouraged to build to the sidewalk edge whenever possible. Larger setbacks of up to 20 feet should be permitted for office buildings, balconies, arcades, and streetside outdoor cafes and patios.

In residential areas, building setbacks should be between 5 and 15 feet from the sidewalk, depending on the character of the street and the type of unit. Parking areas or garages should be recessed or placed in the rear of buildings, in clustered parking areas or from alleys.

Justification:

The street and sidewalk is the main pedestrian activity center. Minimal setbacks bring buildings close to the street and the pedestrians. This defined and close edge enlivens retail areas by encouraging window shopping and streetside activity. In residential areas, minimal front yard setbacks encourage parking in the rear of buildings and dedicate a greater portion of the lot to private back yards.



Guideline 7F:

BUILDING FACADES

Building facades should be varied and articulated to provide visual interest to pedestrians. Street level windows and numerous building entries are required in the core commercial area. Arcades, porches, bays, and balconies are encouraged. In no case shall the facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors. Building materials should convey durability and permanence, and should be suitable to the Sacramento climate.

Discussion:

Varied and interesting building facades are key to making a place "pedestrian-oriented." Building designs should provide as much visual stimulus as possible, without creating a chaotic image. Buildings should incorporate design elements that draw in pedestrians and reinforce street activity. Facades should vary from one building to the next, rather than create an overly unified frontage. Anchor retail tenants should be encouraged to add small-scale retail uses on building frontages with no entries. Building materials such as concrete, masonry, tile, stone, and wood should be encouraged; glass curtain walls and all reflective glass will be discouraged.

Justification:

Streets with monotonous and unarticulated building frontages are not conducive to pedestrian activity and make walking less appealing. Streetside buildings should encourage window shopping, heavy foot traffic in and out of stores, and people-watching from outdoor seating areas.

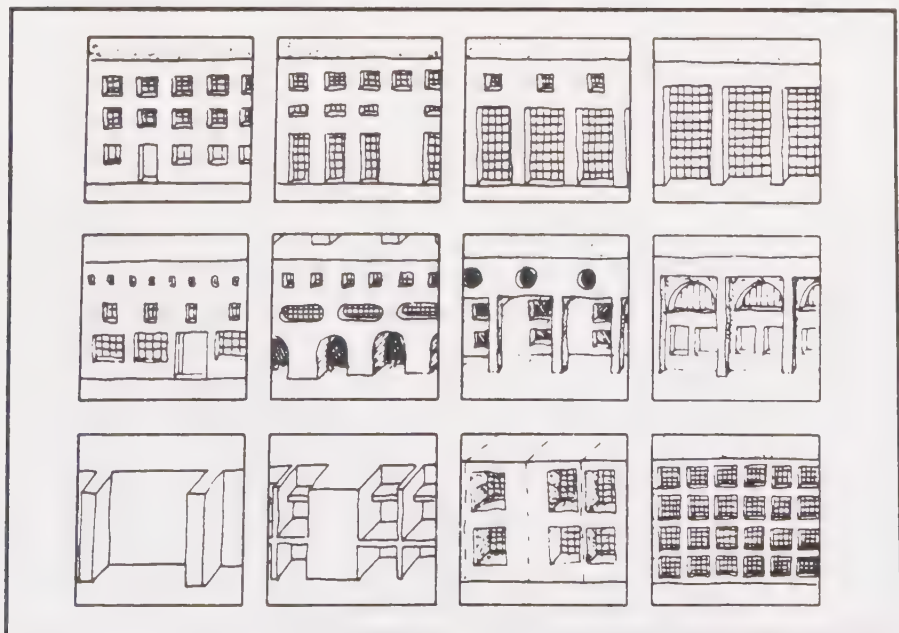


Diagram by Rob Krier

8. Street and Circulation System

Guideline 8A:

ARTERIAL STREETS AND THOROUGHFARES

Arterial streets and thoroughfares should allow efficient conveyance of through traffic and must not pass through TODs. Portions of Secondary Areas may be located across an arterial from a TOD.

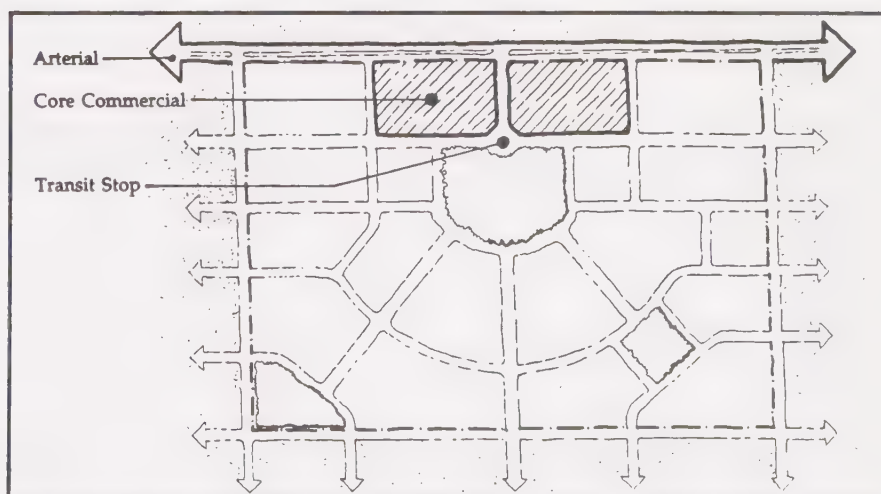
Discussion:

The regional traffic circulation system is dependent upon an efficient and smooth-flowing network of arterial and thoroughfare streets. Traffic on arterial streets should not be slowed by activity in the TOD. TOD sites should be selected such that arterial and thoroughfare streets are located at the TOD's periphery; not through the center of the TOD. If arterial streets are at the edge of a TOD, bus routes can loop into the core commercial area at the center of the TOD.

Arterials may be located between the TOD and the Secondary Area. The lower intensity uses in the Secondary Area can benefit from proximity to the core commercial area. The arterial may not serve as a significant barrier to pedestrian and bike activity because workers and residents in Secondary Areas will not make as many trips across the arterial during a single day. Convenient pedestrian and bike crossings shall be provided wherever cross-arterial connections are made.

Justification:

In many areas, the main spine of the transit system will follow arterial streets and major thoroughfares. These four- to six- lane streets are barriers to pedestrian activity and thus should not be the focal point for the TOD. Rather, large traffic carrying streets should be located at the perimeter of a TOD or at the junction of two adjacent TODs.



Guideline 8B:

STREET PATTERNS

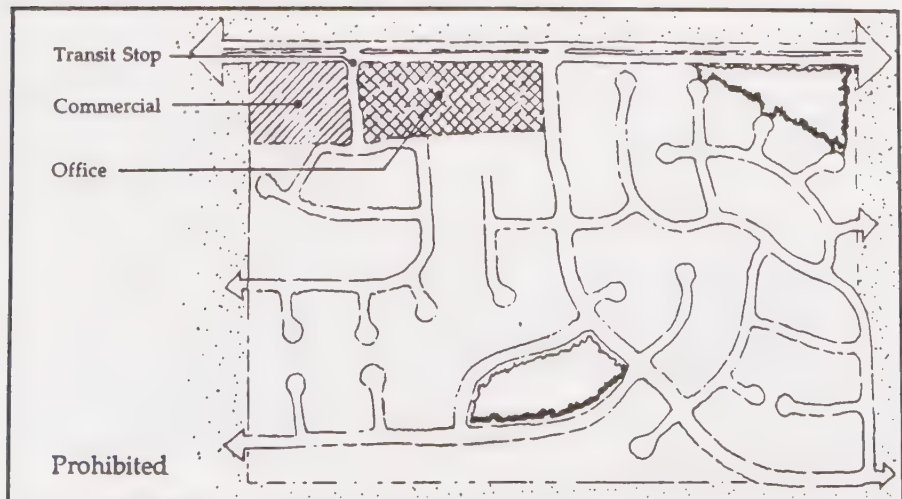
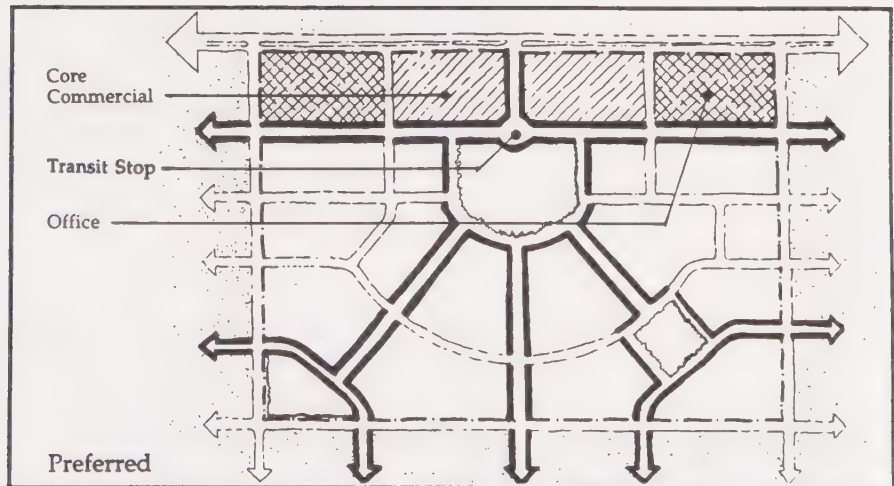
The TOD street system should be clear, formalized, and interconnected, converging to the transit stop and commercial center. Cul-de-sac and "dead end" streets should be avoided.

Discussion:

The street pattern should be simple and memorable, avoiding winding roads, dead end streets, and cul-de-sacs. With an interconnected street system, any single street will not be overburdened by excessive traffic, thus reducing the need for cul-de-sacs. A street pattern which is circuitous and complex will discourage pedestrians; a street system with landmarks and a simple form will be memorable and familiar.

Justification:

Clear, formalized, and inter-connected street systems make destinations visible, provide the shortest and most direct path to destinations, and result in security through community, rather than by isolation.



Guideline 8C:

MULTIPLE ROUTES

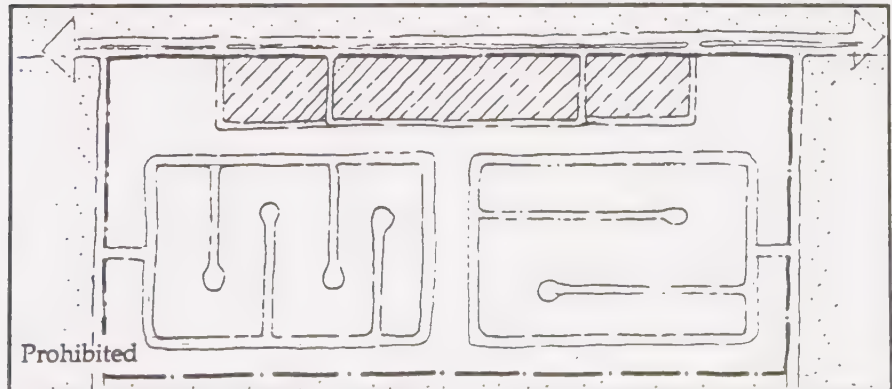
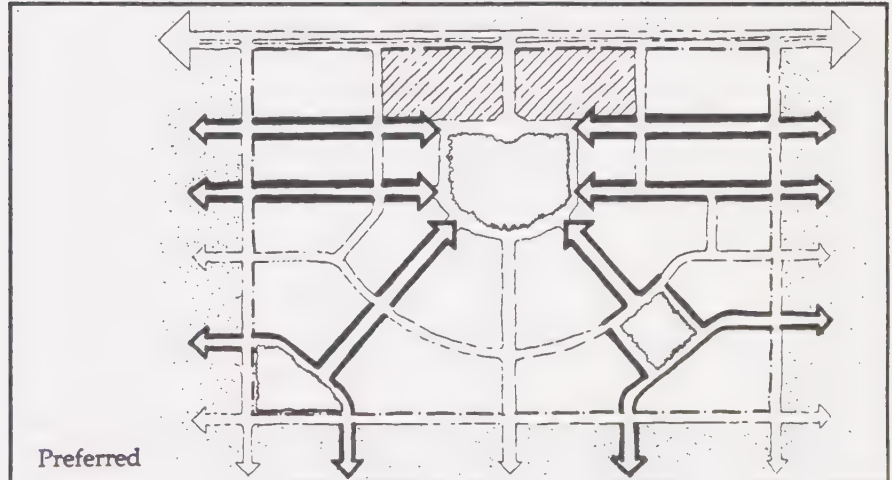
The street system should provide multiple and parallel routes between the core area, various areas in the TOD, and the Secondary Area. In no case shall internal trips within the TOD be forced onto a peripheral arterial.

Discussion:

The street system should allow autos, bikes, and pedestrians to travel on small local streets to any location in the TOD and to the Secondary Area. At no time should an arterial street be the sole route to and from an area of the TOD.

Justification:

In many typical suburban communities, arterial streets are the main travel network and only route to important destinations. Forcing all cars on to a few main roadways not only increases traffic congestion, but also requires pedestrians to walk along busy, smoggy, wide, and "unfriendly" boulevards, rather than small, peaceful streets. Multiple parallel routes to the core area provide short and convenient routes for pedestrians, as well as facilitate the flow of traffic.



Guideline 8D:

STREET VISTAS

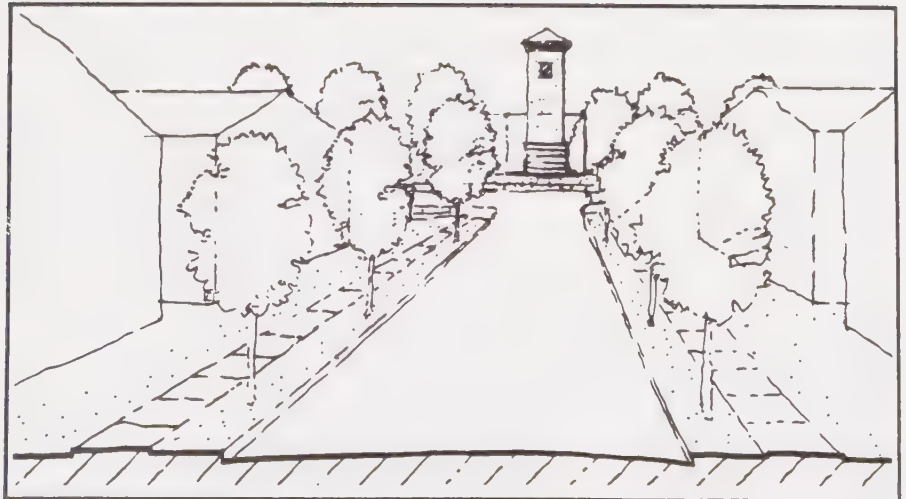
Where possible, streets should frame vistas of the core area, public buildings, parks, or natural features.

Discussion:

Streets should be designed so they terminate at important buildings and places. This will establish a series of pedestrian "landmarks," help to make the TOD spatially memorable, and allow pedestrians to feel the context of their community. Straight streets, in particular, allow clear views to landmarks and are encouraged.

Justification:

Visible landmarks help orient pedestrians and make walking routes interesting and memorable. Straight streets make destinations more accessible by making them visible; if a destination is visible, a person is more likely to walk to it.



Guideline 8E:

STREET TREES

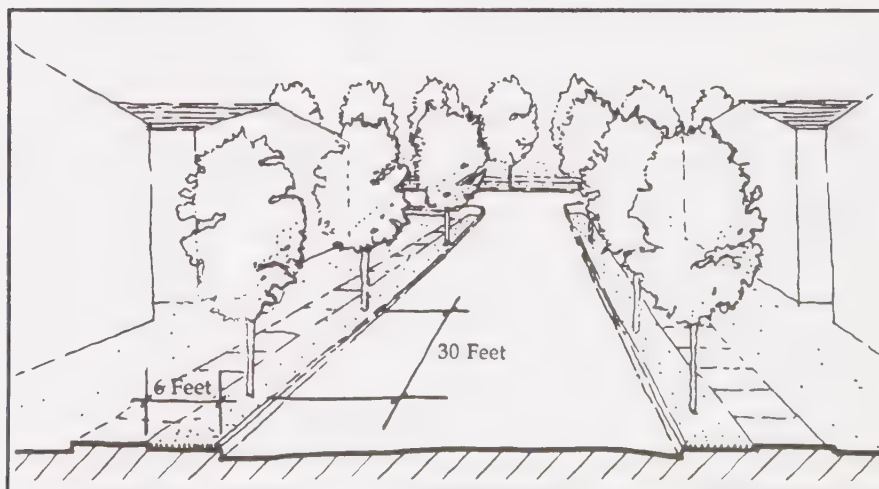
Shade trees are required along all streets. Street trees shall be spaced no further than 30 feet on center and shall be located in 6 foot wide planter strips between curbs and sidewalks or within 4 feet of sidewalks on private lots in Secondary Areas. A limited number of the same species should be planted along any single street.

Discussion:

Many streets are identified and remembered by their street trees. TOD and Secondary Area streets should be lined with a limited selection of trees to give them a unified and distinct image. Within TODs, trees must be placed in a planter strip between the street and sidewalk. In Secondary Areas that do not have planter strips, the trees should be kept close to the sidewalk to provide shade and should be aligned to visually frame the street. In all cases, trees should be trimmed regularly to accommodate buses and service vehicles.

Justification:

Shade for the comfort of the pedestrian is key to creating a viable walking environment in the Sacramento climate. Street trees help reduce heat build-up from large asphalt areas and creates a cooler micro-climate. Trees also provide habitat for local birds and help create a beautiful community.



Guideline 8F:

ON-STREET PARKING

Parallel parking is encouraged on all TOD streets except arterials.

Discussion:

Streetside parking is critical to keeping the focus of a community on the street, rather than on the interior of lots. Parallel parking helps to create street activity, as well as provide functional spaces. It supports orienting building entries to the street by providing convenient access for guests and patrons.

Justification:

Parallel parking helps to "civilize" the street for pedestrians by creating a buffer between moving cars and the sidewalk. The additional parking helps to replace areas devoted to large off-street surface parking lots and places the parking near the desired street-side building entries. Parallel parking on streets tends to slow the flow of through traffic. This helps to develop a pedestrian environment where walking is desired, but conflicts with the role of arterial streets to move traffic safely and smoothly through the community.

Guideline 8G:

STREET DIMENSIONS

Within TODs street widths should be minimized without compromising auto safety.

Discussion:

In residential areas of TODs and Secondary Areas, the County's standard for minor residential streets should be used whenever possible. Collector and commercial streets should be designed such that street widths are kept to a minimum.

Justification:

Slowing auto traffic in the TOD is desired to create a safer, more comfortable pedestrian environment. Minimum street dimensions are intended to make streets more intimate in scale while providing for municipal service vehicle access and maintaining auto safety. Smaller street sections will reduce street crossing dimensions and result in cost savings which can in turn be allocated for pedestrian amenities.

Guideline 8H:

ALLEYS

Where possible, alleys should be used to serve residential and commercial developments within TODs.

Discussion:

Alleys are a traditional accessway in Sacramento, providing relief to the street system and a secondary access to individual parcels. Alleys serving residential development should be 18' wide with a 4' setback to each garage or parking area. For small-lot single-family houses on 32' to 45' wide lots, alley-accessed garages relieve the street side of the house from being dominated by garage doors and cramped by curb cuts.

Justification:

In areas where walking is to be encouraged, streets lined with garages are undesirable. Alleys provide an opportunity to put the garage to the rear allowing the more 'social' aspects of the home to front the street. Streets lined with porches, entries and living spaces are safer because of this natural surveillance. Alleys in commercial areas place service vehicle access and parking away from the street and sidewalks, affording a more interesting and comfortable streetscape.



Guideline 8I:

INTERSECTION DESIGN

Intersections within TODs shall be designed to facilitate pedestrian movement and minimize the number of turning lanes.

Discussion:

Since the TOD street is conceived as more than a conduit for cars, street and intersection widths should be kept to a minimum; right and left turn lanes at intersections should be avoided. Intersections should be designed to slow traffic in the TOD and to reduce pedestrian crossing distances.

Justification:

A street system should balance the needs and viability of the pedestrian, as well as the car. Reduced auto speeds improve pedestrian accessibility and safety, and can continue to accommodate safe vehicular movement. Unless absolutely necessary, additional turning lanes at intersections should be avoided to minimize pedestrian crossing dimensions.

9. Pedestrian and Bicycle System

Guideline 9A:

PEDESTRIAN ROUTES

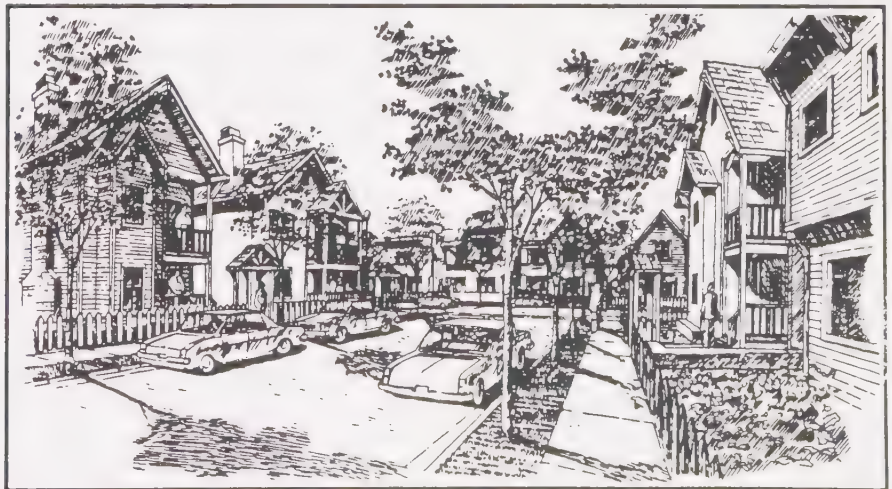
Pedestrian routes should be located along or visible from streets. Routes through parking lots or at the rear of residential developments should be avoided. Primary pedestrian routes and bikeways should be bordered by residential fronts (rather than back yards), public parks, plazas, or commercial uses.

Discussion:

Too often pedestrian paths have been separated from streets, giving a confusing message to pedestrians as to the primary orientation of buildings and creating paths which can be dangerous because they lack adequate surveillance and auto access. Where possible, the primary pedestrian path system should coincide with the street system. Diagonal short cuts through parks, plazas and greens are an exception and should be encouraged. Paths through parking lots and away from streets should be avoided. Alternate routes around parks should be provided for night use.

Justification:

The comfort of the pedestrian is dependent on a sense of security and familiarity. Paths which are lined with activities or occupants are safer. Additionally, paths to the rear of housing can present a security risk to its adjacent neighbors.



Guideline 9B:

CONNECTIONS TO THE CORE AREA AND THE TRANSIT STOP

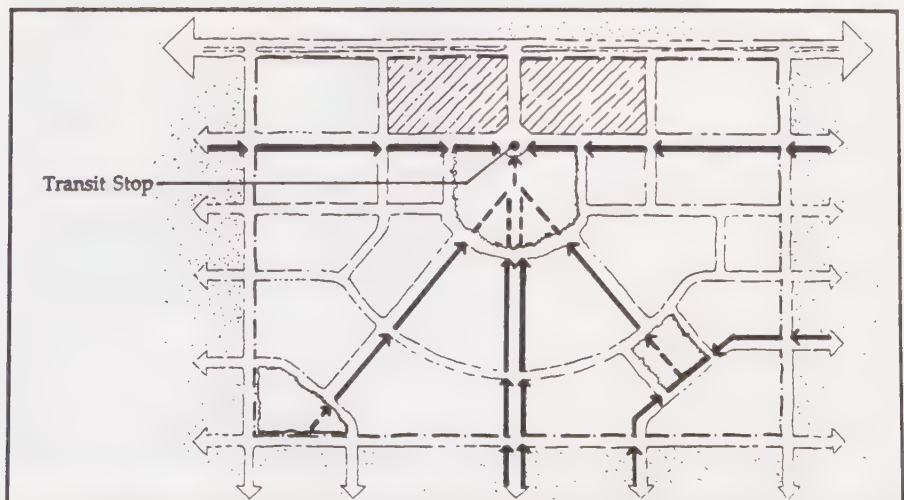
The pedestrian system must provide clear, comfortable, and direct pedestrian access to the core commercial area and the transit stop.

Discussion:

Although the street and sidewalk system will accommodate many destinations within the TOD, the primary destination will be the commercial core and transit stop. Direct paths to the transit stop should be lined with activities and be shaded. The configuration of parking, shopping and pedestrian routes should reinforce access to transit.

Justification:

Up to 75 percent of all household trips are non-job related. Many of these non-commute trips can be captured within the TOD or within a short transit connection. Combining retail uses with a transit stop provides the opportunity for people to accomplish several tasks with one trip. Such combinations reinforce and expand transit convenience and utilization. Interruptions in the path and inconvenient walking routes discourage pedestrian travel for these types of trips. Pedestrian access is critical to the displacement of auto trips within the TOD and to encourage as much transit use as possible.



Guideline 9C:

SIDEWALKS

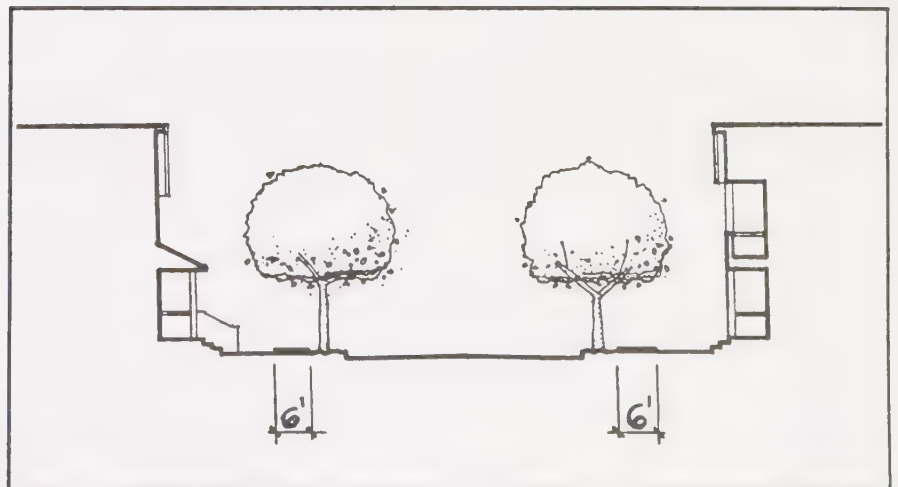
Sidewalks are required on all streets in TODs and Secondary Areas. Sidewalks must be at least 6 feet wide in TODs and at least 4 feet wide in Secondary Areas.

Discussion:

6 feet is a minimum width for two people to walk abreast comfortably. Larger sidewalk dimensions are desirable in the core commercial area where pedestrian activity will be greatest. The lower density Secondary Areas may employ standard 4 foot sidewalks.

Justification:

Comfortable sidewalks are key to reinforcing a pedestrian environment within a TOD. The comfort and convenience of the pedestrian trip will reinforce the efficiency of the transit system by creating destinations which are attainable without a car and origins which do not depend solely on park-and-ride mode transfers.



Guideline 9D:

BIKEWAYS

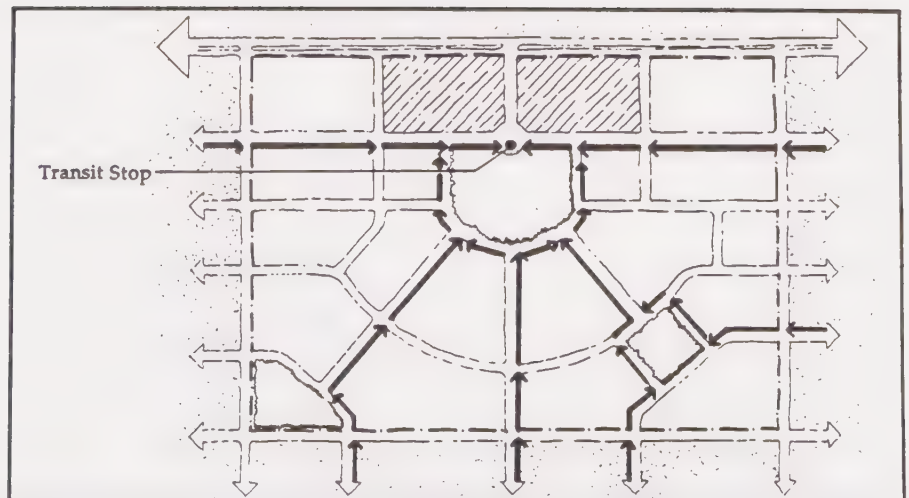
Bike lanes should be provided on selected collector streets and should converge upon the commercial and transit center. Bicycle routes are also encouraged on small residential streets, but designated or marked bike lanes are not required.

Discussion:

Selected routes to the transit stop should provide marked or separated bikeways connecting with the Secondary Areas. To minimize street widths, one side of parking could be replaced with an on-street bike lane. On smaller residential streets within the TOD, slower auto speeds will allow bikes to occupy the travel lanes.

Justification:

Biking can be a major alternative to the auto for local trips or trips to the transit stop. Separated or marked bike lanes on several primary routes to the core area will support this alternative. On smaller streets, bikes sharing the travel lane will help slow cars to speeds more appropriate for residential streets.



Guideline 9E:

BIKE PARKING

Bicycle parking facilities must be provided throughout the core commercial area, at the transit stop, and in office developments.

Discussion:

Bike racks or other bike storage facilities must be provided at various shopping, transit, and employment destinations in the TOD. Bike parking may be shared between uses, but should be centrally located, easily accessible to building entries, and visible from streets or parking lots.

Justification:

Facilities must be provided to encourage bike travel to and within the TOD. Bike racks located at destinations, such as the core commercial area and office developments, will make it more convenient to bike to work or shopping.

10. Transit Stops

Guideline 10A:

SITE RELATIONSHIP TO TRANSIT STOP

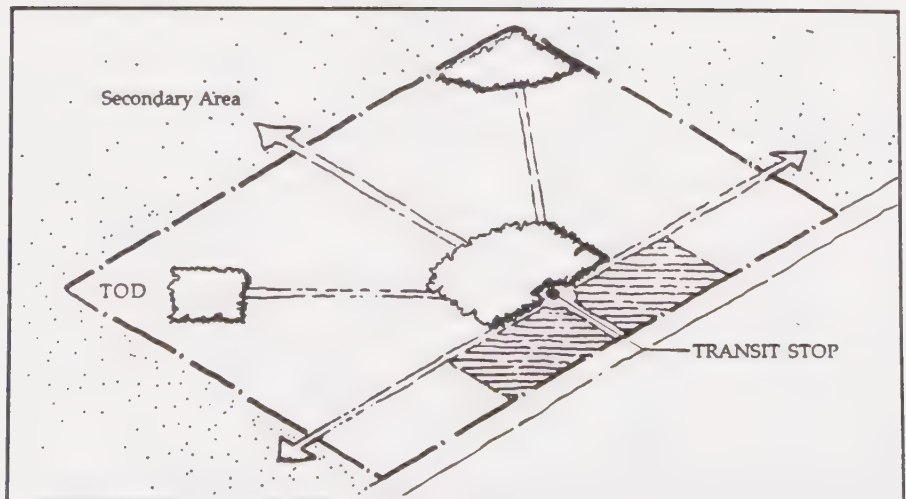
The transit stop should be centrally located within the TOD.

Discussion:

TOD sites should provide the greatest possible access to, and frontage on, the transit stop. This can be achieved by selecting a site which surrounds the transit stop. If the TOD is located next to an arterial, whenever possible, the transit stop should be centrally located, away from the arterial and the express bus or feeder bus routes should loop into the TOD to the transit stop.

Justification:

Accessibility is the key to successful capture of transit ridership. A centrally located transit stop is closest to the greatest number of TOD residents and employees.



Guideline 10B:

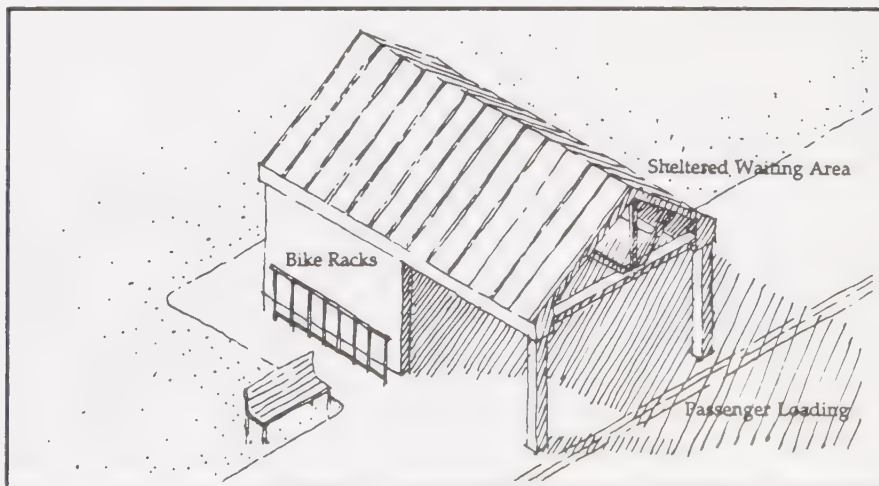
TRANSIT STOP FACILITIES At a minimum, TOD transit stops shall provide shelter for pedestrians, convenient passenger loading zones, and secure bike storage.

Discussion:

Comfortable waiting areas, appropriate for year-round weather conditions, must be provided at all transit stops. Shelters should be designed with passenger safety and comfort in mind, and should be easily recognizable, yet blend with the architecture of the transit station and/or surrounding buildings. Passenger loading zones should be located close to the stop, but should not interfere with the transit stop operations. Secure and safe bicycle storage areas, such as bike lockers, bike racks, or monitored "bike checks," must also be provided. At a minimum, developers will be required to set aside sites for transit stops.

Justification:

TOD transit stops are apt to be used a greater portion of the year and by people using a variety of modes to get to them, than are stops in typical auto-oriented developments. Consequently, transit stop facilities should accommodate and encourage active use by providing year-round shelters, convenient loading zones, and secure bike storage.



Guideline 10C:

STREET CROSSINGS TO TRANSIT STOPS

Streets must be designed to facilitate safe pedestrian crossings to the TOD transit stop.

Discussion:

Transit passengers are likely to make frequent street crossings, some at mid-block, depending on the location and design of the transit stop. Adjacent street design must recognize the need for easy, safe, and fast pedestrian access, by providing sufficient auto and pedestrian visibility distances, stop signs or manually operated traffic signals, and clearly marked pedestrian crossings.

Justification:

Most people will use transit only if it is fast, safe, and very convenient. Accessibility to transit stops must be given high priority in the design of streets to promote transit ridership. Street crossing placement, design and markings should recognize the need by transit riders for fast and flexible access to the stop.



11. Parking Requirements and Configuration

Guideline 11A:

LOCATION OF PARKING LOTS

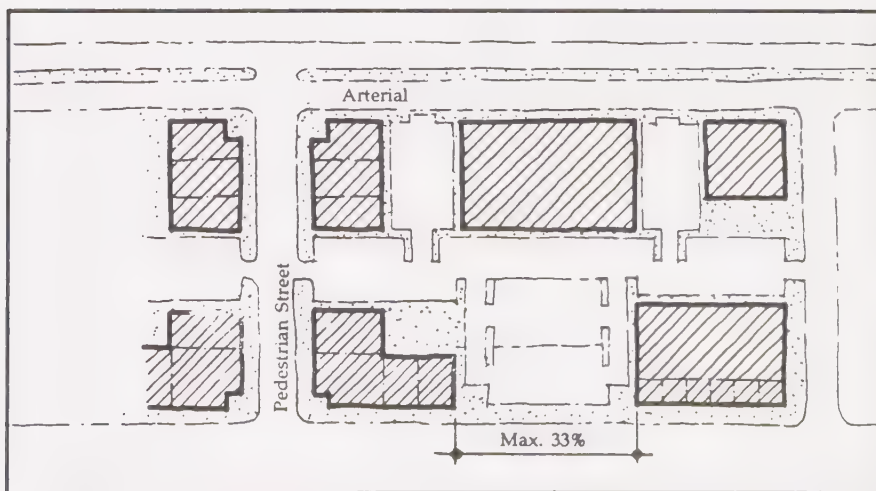
Parking lots should not dominate the frontage of pedestrian-oriented streets or interrupt pedestrian routes. Parking lots should be located behind buildings or in the interior of a block, whenever possible. In no case shall surface parking lots occupy more than 33 percent of the frontage of a pedestrian-oriented street.

Discussion:

Parking lots that serve buildings facing pedestrian-oriented streets should be located to the rear of the building or have no more than one bay of surface parking separating the building from the street. Major anchor retail stores may have deeper parking lots. In no case shall parking lots occupy more than 1/3 of the frontage of a pedestrian street.

Justification:

An active pedestrian environment is stimulated by buildings at the sidewalk with numerous entries and visual stimuli; surface parking lots are "dead" spaces for pedestrians and drain the life of a street. Design solutions are available to integrate parking lots into TODs so that streets are interesting and "friendly" to pedestrians.



Guideline 11B:

SIZE OF SURFACE
PARKING LOTS

The size of any single surface parking lot shall be limited to 2.5 acres, unless divided by a street or building.

Discussion:

In no case shall a surface parking lot be larger than 2.5 acres, unless it is divided into several pieces. This meets the parking needs of anchor grocery and drug stores. Large parking lots can be successfully segmented into smaller units by placing a street through two parking areas or locating a building between parking areas. If a single use will require a surface parking lot in excess of two acres, structured parking should be strongly encouraged.

Justification:

Large parking lots detract from a pedestrian emphasis and dedicate valuable land close to the transit system to non-rider-generating uses. Limiting the size of surface parking lots avoids these problems, while continuing to accommodate the siting needs of anchor retail tenants.

Guideline 11C:

JOINT USE PARKING

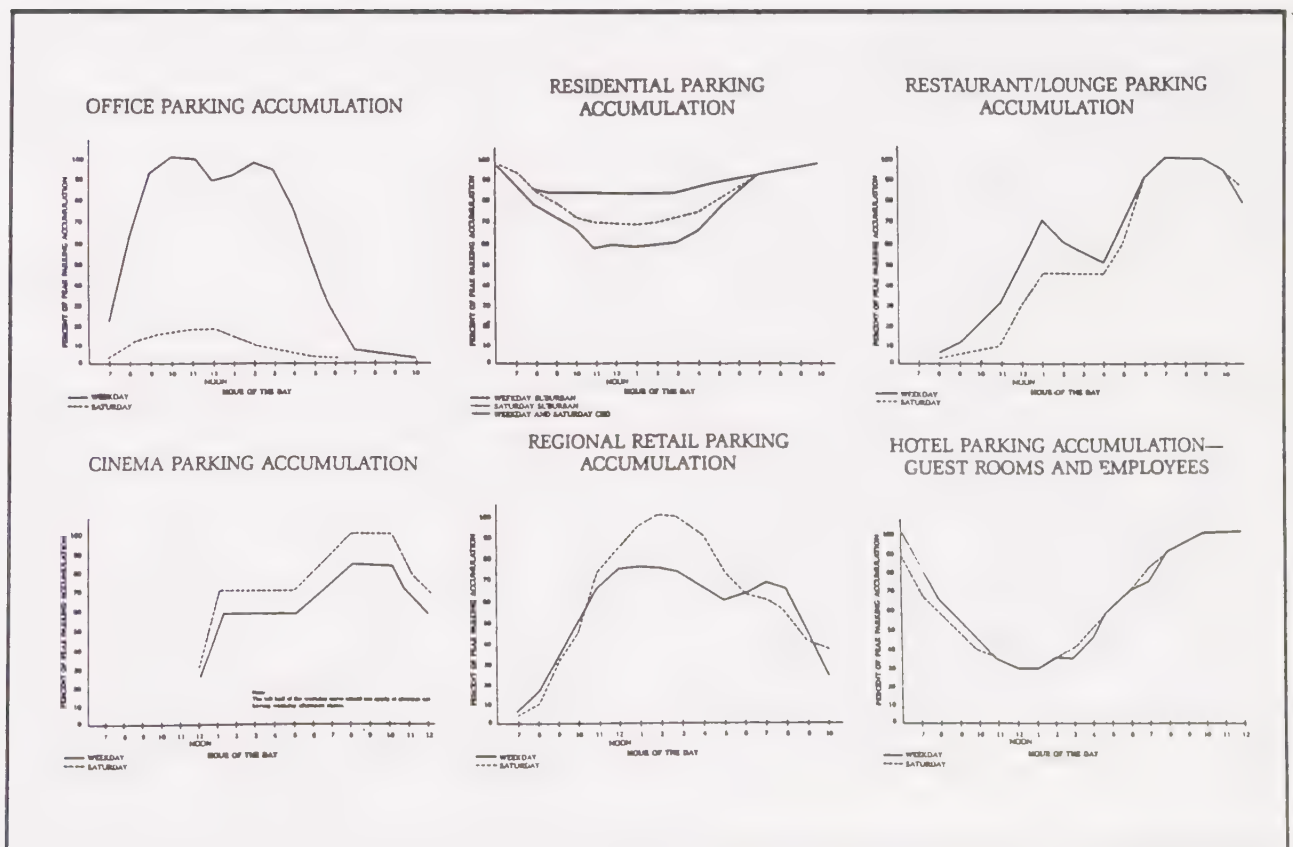
Joint parking allowances are strongly encouraged for proximate uses. Retail, office, entertainment, and some housing should share parking areas and quantities.

Discussion:

Projects with a mix of uses should seek to reduce the total number of parking spaces by comparing peak demand of each use by time of day, day of the week, and season. Where the varied parking demand for proximate uses allows joint use of a single parking facility, a reduced number of spaces is strongly encouraged. Shared parking areas should be conveniently located to all uses, but do not need to be located on the same parcel as the use.

Justification:

The complementary relationship between land uses in a mixed-use area, such as a TOD, encourages multipurpose trips. Thus, a single parking space can serve several land uses. Additionally, peak parking demand for different land uses is often generated at different times during the day, week, or season. This also allows joint use of the same parking spaces for several uses. Reducing the amount of land devoted to parking within the TOD allows more efficient use of land closest to transit.



Guideline 11D:

PARKING REQUIREMENTS IN OFFICE AREAS

Reduce standard parking requirements by 15 percent in TOD office areas to discourage auto commuting. Locate car and van pool parking in the most convenient locations.

Discussion:

The required number of parking spaces for office uses should be reduced by 15 percent from current parking standards. This may be taken in addition to the savings in parking spaces achieved through joint use parking computations. Special care should be taken to ensure that adjacent residential areas are not negatively affected by spill-over parking from the core area. Within parking areas, car and van pool spaces should be located close to shopping streets and office building entries.

Justification:

TODs assume a greater than average transit ridership, particularly in the core area where a mix of retail and office uses will be located within very easy walking distance of the transit stop. Thus, typical parking demand factors are not applicable and the number of parking spaces can be reduced.

Guideline 11E:

SURFACE PARKING REDEVELOPMENT

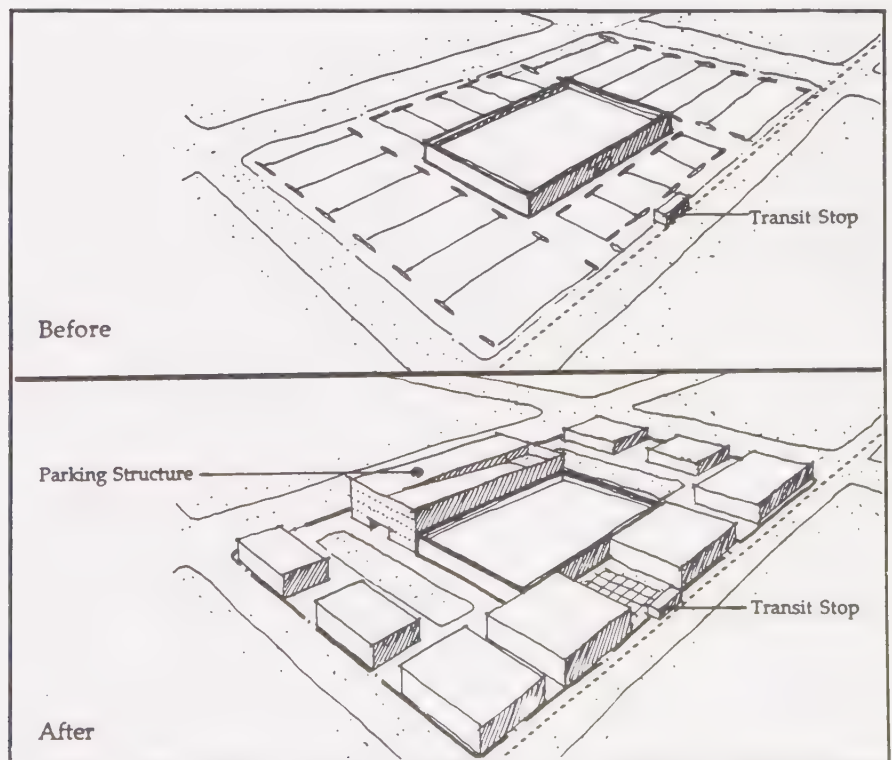
Land devoted to surface parking lots should be reduced through redevelopment and construction of structured parking facilities. Surface parking lots in TODs should be redeveloped to more intensive uses in the future.

Discussion:

Redevelopable sites with existing uses and/or existing light rail stations may have surface parking lots within the boundaries of the TOD which should be redeveloped with structured parking in order to more efficiently utilize the land near the transit stop. Additionally, in early phases of a TOD, when land values are still relatively low, some sites may be developed with surface parking lots. Such sites should be strongly encouraged to redevelop with more intensive uses as the TOD matures.

Justification:

Land in the vicinity of the transit stop should be developed with the greatest intensity in order to provide the most opportunities for transit ridership. As land values increase in TODs, redevelopment of surface parking lots to more intensive uses will augment this desired density.



Guideline 11F:

RETAIL IN STRUCTURED PARKING LOTS

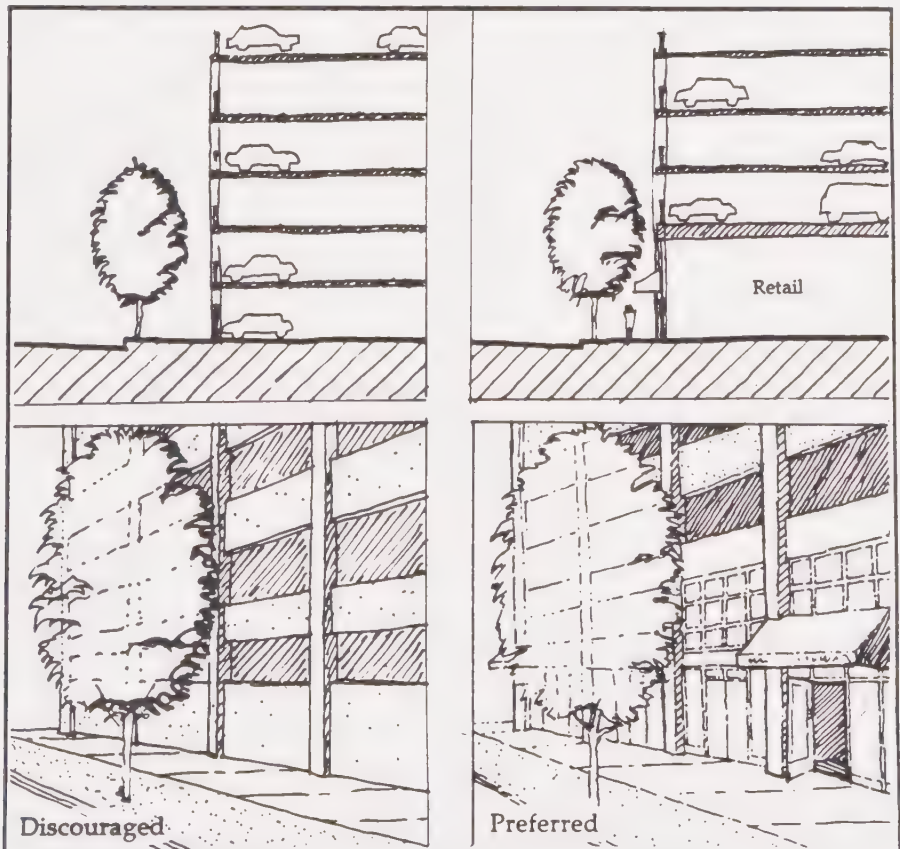
Retail uses should be encouraged on the first floor of street-side edges of parking structures.

Discussion:

Parking structures should not be allowed to dominate the street frontage in TODs. Retail uses should be located on the ground floor of parking garages and incorporated into the building's design. Office buildings can also be designed so that the active use portions of the building face the street and wrap around an interior parking structure. Portions of parking structures that do not have first level retail uses must be articulated and otherwise have an appearance similar to the building it serves.

Justification:

The City of Sacramento has been very successful at preserving the life and activity at the street by requiring ground floor retail in parking structures. This example can be followed in the County to ensure that streets remain interesting and active.



Guideline 11G:

PEAK PARKING LOTS

'Peak' parking areas, if necessary, should be developed with non-asphalt materials that allow infiltration of rainwater.

Discussion:

Parking areas reserved for peak use times, such as the holiday shopping season, do not need to be paved with impervious materials because they are only used a few times a year. Non-asphalt materials, such as grass-crete or gravel, should be used whenever possible. The remainder of the year, these areas can be useful open spaces that promote groundwater recharge.

Justification:

Groundwater recharge is an important factor in maintaining healthy and clean environments. Paved areas prevent rainwater from returning to the soil and recycling into the natural system. While parking lots that are used on a daily basis will need to be paved, peak parking lots that are only used a few times a year can be designed such that they can be used during the remainder of the year as open space if ground materials are used which allow infiltration of rain water.

Guideline 11H:

ON-STREET PARKING REQUIREMENTS

A portion of any project's parking requirements may be satisfied by on-street parking.

Discussion:

One space per residential unit when off-street parking is along alleys, or the number of on-street parking spaces available on the contiguous street frontage of retail, office, or public use sites, may count against the total required number of parking spaces.

Justification:

Utilizing on-street parking spaces to fulfill a portion of the total parking requirement will help reduce the amount of land devoted to parking, while continuing to provide the necessary amount of parking spaces.

Guideline 11I:

PARKING LOT LANDSCAPING

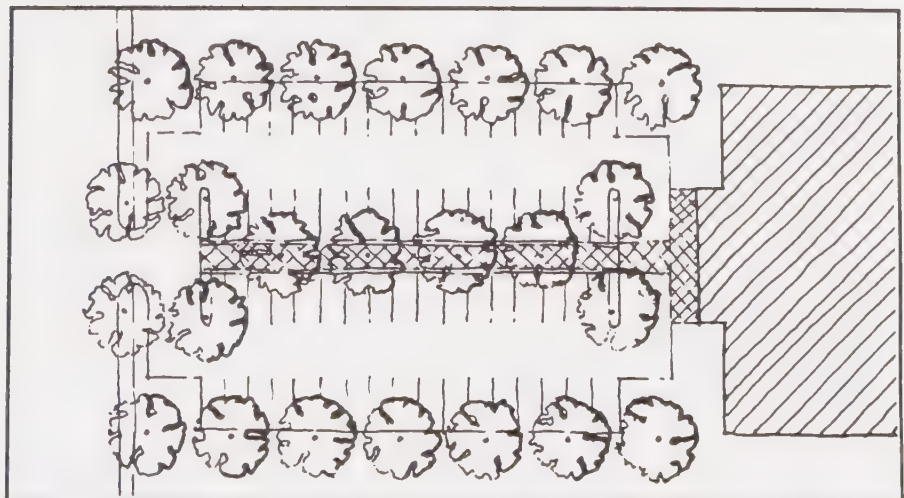
All parking lots must have sufficient trees so that within ten years 70 percent of the surface area of the lot is shaded. Additionally, all parking lots should be screened from streets by non-bermed landscape treatments. Views of retail facades must not be blocked.

Discussion:

This parking lot landscaping standard is intended to achieve a quality of environment that is comfortable to pedestrians, rather than planting a specified number of trees that may or may not achieve the desired results. Trees should be located along walkways; perimeter landscaping should screen views of cars, but not block views of retail facades. Tree canopies should be trimmed to provide shade, but should allow building visibility.

Justification:

Sacramento's hot summer climate necessitates extensive landscaping, specifically trees that provide shade and relief from the sun. This is particularly important for surface parking lots which absorb significant amounts of solar heat and create hot, uncomfortable places for pedestrians. Landscaping along roadways should also be provided to soften the visual impact of rows of parked cars and define the edge of the sidewalk.



Guideline 11J:

PARK AND RIDE LOTS

Park and ride lots may be provided in Urban TODs within structured parking lots located close to the transit stops. Surface parking lots specifically devoted to park and ride should not be provided in TODs. Rather, community-serving surface park and ride lots should be located at the ends of Trunk Line or Feeder Bus Line Networks or adjacent to, but outside, the boundaries of TODs.

Discussion:

Park and ride lots are best located adjacent to TODs or at other transit stops. Recognizing the need for parking facilities within Urban TODs to serve both the core commercial area and the transit stop, structured parking lots available to the public may be provided in Urban TODs. These community parking facilities should primarily serve the TOD and its Secondary Area. The size of the structured parking facility should be based on projected TOD and Secondary Area needs. These parking structures should be financed and constructed in conjunction with other TOD public improvements. Surface parking lots specifically designed for park and ride, should be located adjacent to TODs with convenient pedestrian access to the transit stop or at the end of the transit line.

Justification:

While park and ride lots are extremely important components to building the ridership of the overall transit system, they do not necessarily augment the uses, activities, and densities of a TOD. The location and type of park and ride lots should be considered in terms of the goals and function of the entire transit system and should not detract from the TOD concepts.

12. Open Space, Parks, and Public Spaces

Guideline 12A:

LOCATION OF PARKS AND PLAZAS

Parks and plazas should be the focus of developments and should be placed next to public streets, residential areas, and retail uses. Parks and plazas should not be formed from residual areas, used as buffers to surrounding developments, or used to separate buildings from streets.

Discussion:

Public parks and plazas are fundamental features of livable and enjoyable higher density communities. Park and plaza sites should reinforce retail and residential areas by creating "town squares" suitable for informal gatherings or public events. Appropriate sites are centrally located and adjacent to streets and shopping areas. In many communities, parks and plazas are located on sites that are not suitable for other types of uses, such as under freeways, on oddly shaped parcels at the edge of a development, or within private residential or office complexes. These sites are also not suitable for public parks and plazas and rarely function effectively as such. Private open space amenities may not count toward meeting this open space requirement.

Justification:

Parks and plazas in TODs act as neighborhood meeting places, recreational activity centers, child care facilities, and lunch time picnic spots. Because their function is primarily "public activity," they are most appropriately located central to residential or core areas.



Guideline 12B:

PARK AND PLAZA DESIGN Public parks and plazas should be designed for both active and passive uses. They should reflect and reinforce the character of the surrounding area.

Discussion:

A variety of types of parks and plazas can be designed for TODs to establish an identity or character for each neighborhood. For example, plazas in commercial core areas may be most appropriately designed with finished hardscape materials such as stone or brick, and include fountains and seating areas; parks in residential areas could be developed with grassy fields, play equipment, and sports facilities.

Justification:

The design of parks and plazas should be appropriate to their setting, location, and use. Because parks and plazas will be focal points of TOD activity, special consideration should be given to making these public spaces not only functionally appropriate, but consistent with the character and density of the surrounding area.

Guideline 12C:

PARK AND PLAZA LANDSCAPING

Parks and plazas should provide adequate shading for comfortable mid-day summer use and sunny areas for winter use. Landscape design must respect vistas created by streets.

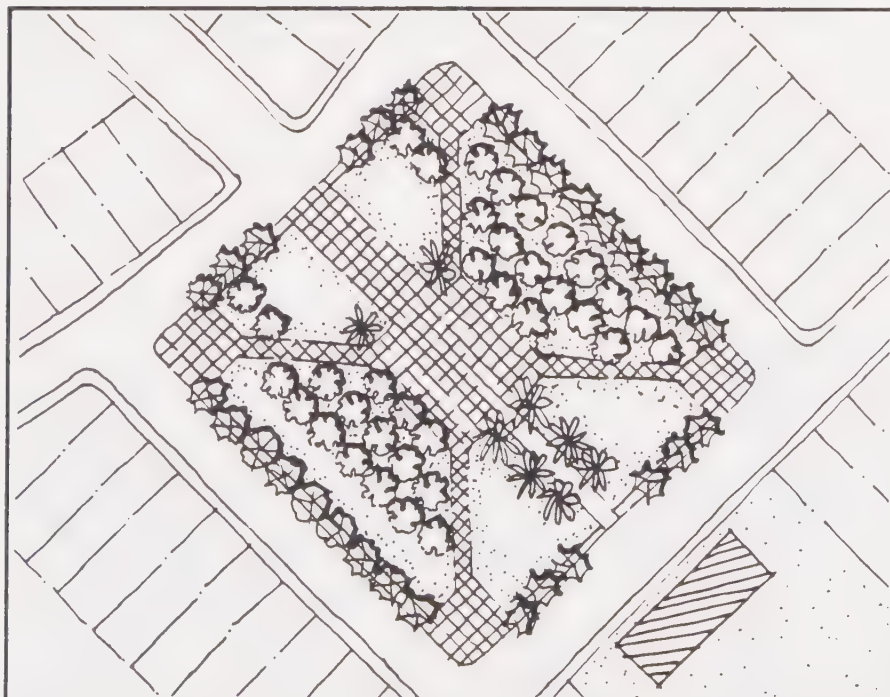
Discussion:

Park and plaza landscaping should provide trees and plants that make comfortable, relaxing environments. The amount and location of such landscaping should be appropriate to and complement the character and design of the space. Landscaping should allow comfortable use in both summer and winter months.

Because parks and plazas form the spine of urban public spaces, views and linkages to streets and other public spaces and buildings must be respected and reinforced through design elements. For example, paths should align with important viewpoints; trees should not block views of significant public monuments or buildings; and perimeter landscaping should allow views into a park.

Justification:

Public park and plaza landscaping should create places that are comfortable, safe, and linked with the overall network of public spaces. Flexible landscaping guidelines should be permitted so that a variety of spaces are created which reflect the role and character of the place.



Guideline 12D:

MONUMENT TREES

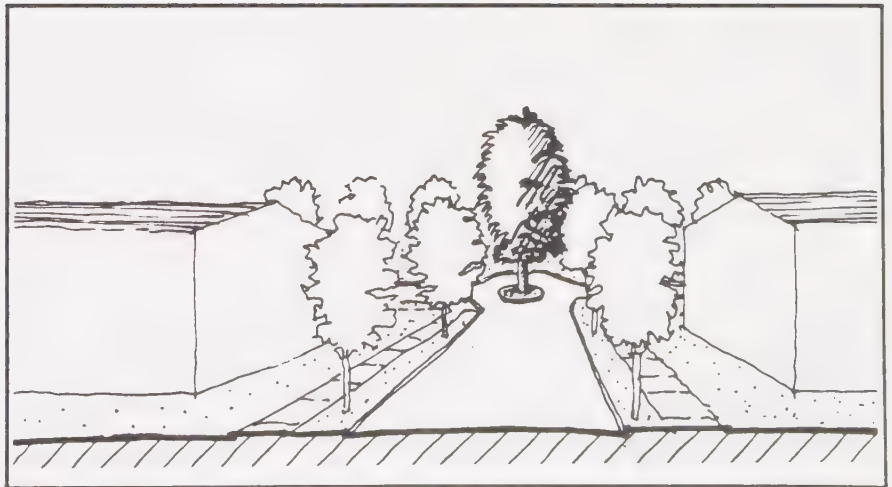
Landscaping in public open spaces should continue the Sacramento tradition of planting "monument" trees.

Discussion:

Where possible, appropriate, and consistent with the character of the space, large "monument" trees should be planted. These trees should be planted at the terminus of vistas or along important streets. Existing trees should be protected.

Justification:

Monument trees have long been used as landmarks or "place makers" in Sacramento. They are visible from long distances and help pedestrians orient themselves spatially within the community. They also establish a very pleasing and comfortable environment that connects with the history of the community.



Guideline 12E:

ON-SITE CREEKS AND
RIPARIAN HABITAT

On-site creeks, riparian habitat and other sensitive environmental features should be incorporated into the design of the TOD as open space amenities. Streams should not be fenced, channeled, or culverted.

Discussion:

Whenever possible, yet in keeping with County standards and CEQA-required mitigation measures, on-site creeks, riparian habitat, and other environmental features should be incorporated into the design of the TOD such that public access is encouraged and natural features are preserved.

Justification:

Natural features can serve as amenities to the TOD and provide a sense of escape from the urban "hardscape." Sensitive site planning should be encouraged in TODs so that natural habitat becomes an integral part of the community.

Guideline 12F:

SCHOOLS AND COMMUNITY PARKS

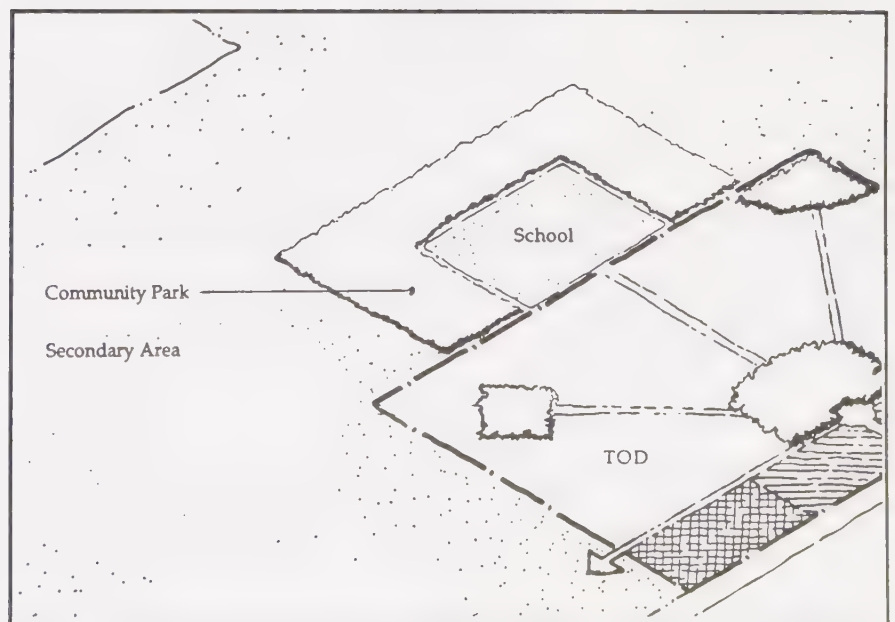
If needed, school sites and community parks shall be located at the edges of TODs in Secondary Areas. Strong pedestrian and bike links should connect these sites with the commercial and transit core.

Discussion:

While schools and community parks are not necessary uses in the TOD, they may be needed to serve the population of the TOD and the Secondary Area. Schools and community parks should be located within convenient walking distance (1/2 mile) of the TOD, in the Secondary Area. Pedestrian and bicycle paths should follow the shortest route to the commercial and transit core.

Justification:

Land within TODs should maximize transit-oriented uses. Schools and community parks may be necessary public facilities for TOD residents, but can be located at the edge of TODs without detracting from the function of the TOD.



13. Relationship To Surrounding Land Uses

Guideline 13A:

INTEGRATING EXISTING VIALE USES

Existing on-site uses should complement the mix of uses and the pedestrian and transit orientation of the TOD. Uses which are economically and physically viable should be incorporated into the TOD development plan. If necessary, improvements should be made to make these uses more compatible with TOD concepts.

Discussion:

In many cases, existing uses which have the potential to continue operation for a number of years will exist within the designated TOD site. Existing uses must be compatible with the TOD emphasis on providing opportunities for pedestrian and transit travel. Uses which rely on auto trips, such as gas stations, car washes, storage facilities, motels, or low-intensity industrial uses, are not likely to contribute to the pedestrian activity level in the TOD and should be discouraged.

TOD site plans should integrate existing uses by respecting their ongoing operations, access requirements, and in some cases existing building massing and architecture. Site improvements may be required to make these properties more consistent with the TOD concept, such as provision of additional pedestrian connections to surrounding sites, site landscaping, and building frontage treatments.

Justification:

TOD development in areas with existing uses allows for infill and redevelopment of sites that may have been skipped over in the process of urban growth; this type of site "reuse" is an important element in the County's strategy to minimize urban sprawl. Existing viable uses can serve as the starting point for TOD developments, and in some cases can represent the nucleus for future economic revitalization. In order for a TOD to function properly, however, site planning and design of existing uses must be integrated into the fabric of the TOD.

Guideline 13B:

CONDITION AND DENSITY OF EXISTING USES

The condition, density, and intensity of existing on-site uses should be similar and complementary to those of the planned TOD.

Discussion:

Existing on-site uses that will remain within the TOD must be consistent with the density, intensity, and site development standards for the TOD. For example, existing residential development should meet the minimum 7 units per acre TOD density standard; commercial and office development must meet the minimum FAR standards. If these guidelines cannot be met initially, plans for implementing necessary improvements over time must be submitted with the TOD project application.

Justification:

Existing viable uses must be compatible with the density, intensity, and quality of development proposed in the TOD. Lower density uses will detract from the ability of the TOD to function effectively and truly encourage transit use.

Guideline 13C:

REDESIGNING STREET AND PEDESTRIAN SYSTEMS

Existing on-site pedestrian, parking, and auto circulation systems should be redesigned to encourage pedestrian access between parcels, uses, and public spaces.

Discussion:

On sites that will be redeveloped into TODs, existing roadways and pedestrian networks may need to be redesigned to facilitate pedestrian access between parcels and buildings. Improvements should be made to open walking paths between uses, protect important vistas, and slow auto traffic; through-streets should be encouraged wherever possible.

Justification:

Every effort should be made to encourage and facilitate pedestrian access at sites that are redeveloped into TODs. In some cases this may require redesigning streets and pedestrian systems.

Guideline 13D:

PROXIMITY OF
COMPETING RETAIL

In urban growth areas all new neighborhood and convenience retail centers shall be incorporated into TODs. No competing retail uses will be allowed within 2 miles of a TOD or a planned TOD.

Discussion:

In order for the core commercial area of a TOD to function successfully in terms of market and pedestrian activity, competing retail centers must be limited. Reducing the opportunities to develop retail uses outside of TODs will also facilitate attracting major anchor tenants to TODs.

Justification:

TODs depend on retail uses for a focus and pedestrian destination. Competing centers in locations which do not support transit or pedestrian neighborhoods would diminish the opportunities to build mixed-use centers.

C. TOD GLOSSARY

The following is a summary of key terms used in the TOD Design Guidelines. The definitions provided are general in nature. For more precise definitions of the terms as they apply to TODs, please consult the text of the Guidelines. For more complete technical definitions of the terms, consult the text of the General Plan.

Arterial Street: A major street (typically with four lanes) that carries traffic to and from collector and local streets to a freeway.

Bus Transfer Station: A transfer station at which passengers transfer from bus to bus (e.g., local line to feeder line, feeder line to trunk line).

Collector Street: A street that carries local traffic to or from arterial streets.

Complementary Uses: Existing or new uses within TODs or within secondary areas that support and are compatible with TOD concepts.

Core Commercial Area: A mixed-use commercial area located immediately adjacent to a transit stop containing convenience retail uses, offices, and public uses such as a community center, post office, library, and civic services.

Express Bus Service: Bus service that runs directly between its origin and its destination with few stops.

Feeder Bus Line Network: Network of bus routes providing service to light rail stops or bus transfer stations on the trunk line network.

Infill Area: An area containing one or more vacant parcels surrounded by urban development.

Light Rail Stop: Any place where a light rail train stops to pick up or drop off passengers

Local Street: A small street that carries only local traffic through neighborhoods.

Local Transit Center: A bus stop or a bus transfer station located on the feeder bus line network within a Neighborhood TOD.

Neighborhood TOD: A TOD emphasizing residential and local-serving retail uses that is located on a feeder bus line.

Non-TOD Uses: Uses which rely extensively upon automobile or truck transportation for their business (e.g., heavy industrial uses, warehousing, distribution facilities, and freeway commercial complexes).

Reuse Area: An area containing underutilized retail, office, or industrial sites.

Revitalization Area: An urbanized area in which the land is underutilized and/or the existing development is significantly deteriorated.

Secondary Area: An area which contains housing or office or industrial uses that is adjacent to a TOD and is located within one mile of a TOD transit stop.

Thoroughfare: A major street (typically with six to eight lanes) designed to carry high traffic volumes.

Transfer Station: A transit stop at which passengers can change transportation modes (e.g., from bus to light rail, from feeder line bus to trunk line bus, or from local bus to feeder line bus).

Transit-Oriented Development (TOD): A mixed-use community or neighborhood designed to encourage transit use and pedestrian activity.

Transit Stop: A light rail stop, bus transfer station, or local transit center.

Trunk Line Network: The major elements in RT's express regional transit system. Trunk lines are generally light rail lines, but may also be streets with high frequency express bus service running at 10 to 15 minute headways normally and 30 minute headways at night and on weekends.

Urban Growth Area: An essentially undeveloped area identified for urbanization that is located on the periphery of the developed portions of the county.

Urban Service Area: The area within which the County expects all of its ultimate urban growth to occur.

Urban TOD: A TOD that is located directly on the trunk line network at a light rail stop or a bus transfer station. Urban TODs have higher commercial intensities and residential densities and a higher percentage of job-generating uses.